THE EVENING TELEGRAPH.

VOL. XIV—NO. 54. PHILADELPHIA, FRIDAY, SEPTEMBER 2, 1870. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

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M. ABOUT'S JOURNAL.

Adventures of the French Author—The Battle of Forbach—Official Incompetency.

M. Edmond About gives in the *Soir* "The Journal of a Journalist," in which he describes the battle of Forbach, or rather the mismanagement which allowed things to take care of themselves, and left generals of brigade and of division without orders until the *corps d armee* was nearly destroyed. The journalist had left his wife and children near Saverne, and he suddenly hears that MacMahon is there and is waiting for the enemy. In haste to place his family in safety, he hastens in a carriage towards Saverne, and on his way hears different rumors. At length he comes in sight, half-way from Pfalzburg, of the 47th of the Line, or rather what is left of them. An officer who has seen some service says he never saw anything like the battle: thirty-two officers of the regiment are *hors de combat*. At Pfalzburg he finds the gate shut, and has to make his way round. He says:—

From Pfalzburg to near Saverne I met a long procession of laggards—cuirassiers without cuirass, fusiliers without guns, horsemen on foot, and infantry on horseback. Here is a small body who still march in good order; it is a company of the 17th Battalion of Foot Chasseurs. "I congratulate you, my friends; your company has not suffered much." A soldier replied, with a sad smile, "It is the battalion you see. All the rest lie yonder." A dead horse lies there on the roadside, and they cut two pieces of flesh out of its thighs to eat. In proportion as we advanced the road became more narrow for us, and the wave of men which swept upon Pfalzburg seemed, so to speak, to swell under one's eyes. We were just passing a regiment of infantry in a pitiable condition, and mingled with other uniforms, and had prudently placed ourselves on the descent which leads down towards the valley of the Zorn, when a real charge of cuirassiers, galloping like mad, upset my horse in the ditch and broke the springs of the carriage. The unfortunate horse got up again with a bound, but the carriage, horribly damaged, immediately began to tumble about zig-zag, first to the left among the cuirassiers, and then to the right towards the infernal ditch. We jumped into the road in the middle of the galloping cohort. One stopped the horse, another pushed the carriage into a hole in detaching the traces, and we discovered ourselves journeying unencumbered with a horse without a carriage and a carriage without a horse, and all our luggage in the midst of the great retreat of the 1st Corps. A benevolent woodman whose house was near came to our assistance, taking the horse under cover and hiding the luggage. We left the carriage in the ditch, and went on on foot towards Saverne.

On the way he was stopped as a spy by some Zouaves, but saved by the timely arrival of an officer of cuirassiers, who told him he had slept at his house on the previous night, and that his wife and family were in the town. He continues:—

Marshal MacMahon.

It was clear that our artillery had been roughly tried when limbers were seen passing without their guns. There were, nevertheless, one, two, three regiments of the line quite firm, sufficiently perfect, their rifles on their shoulders, and their knapsacks at their backs. In their rear was Marshal MacMahon, calm, dignified, almost smiling, and as fresh as a rose. I saluted him in passing, and he responded without knowing me. One of his aides-de-camp, M. d'Abzac, named me to him, and he then stopped and asked for news, listening with fine composure to the defeat of M. Frossard, of which he was still ignorant, and telling me very simply, in few words, of his own misfortune. "I had but 35,000 men, and I found 150,000 before me. We have succumbed to numbers. They have killed or wounded about 5000 men, but we will take our revenge. Explain that to the public. But where are you going thus?" "To Saverne." "You will get yourself taken; the Prussians will be there in two hours; they are seen." "I have my wife and my children." "Then God protect you! Don't fail to say that the *morale* of the troops is excellent."

The Turcos.

From a communicative German soldier, M. About learned that the Prussians had sustained enormous losses; that they used no tents, but slept in their great-coats; that they had plenty of meat, but had had no bread for four days. This was the German's opinion of the Turcos:—

"Don't speak to me of them. They are tigers! They cut off the heads and gouge out the eyes of our wounded, filthy black beasts that they are! Detestable soldiers, they fire without taking aim; they rush forward like fools, and run away without knowing why. They did us a good deal of harm with their bayonets, but when the Wurtemburg cavalry charged them they turned their backs."

Official Incompetency.

Concerning the incompetency of the officials, M. About says:—

We need not act like Carthaginians, nor even like the French of 1790. The nation can afford to amnesty its vanquished leaders, but let them hide themselves from public view. The sooner the better. The idea of having recourse once more to the worn-out lists of the reserve profitably to replace them is a delusion. France, rejuvenated by a stroke of misfortune, wishes to be commanded by young men. Take colonels to make them generals, majors and captains to make them colonels. Break with the wretched traditions of the Second Empire, which gave everything by favor; let merit only be held of account. The army no longer wishes to obey warriors of the ante-chamber and *virtuosi* of the court. As to the supreme chief, his account will be settled in the proper time and place, according to the circumstances. Emperor is the translation of a Latin word which means victorious general. If the victorious general or Emperor is vanquished, it is not the enemy, nor the nation, nor the army which deprives him of his authority (*imadat*), but logic and plain grammar. Already the peasants of Alsace, those model electors, cry aloud:—"This will teach us to vote for the official candidate. We should not be in danger, perhaps, if we had answered 'no' to the *plebiscitum*." Ollivier should teach us what he meant by a "French Sadowa." We have no more troops here (Saverne). The last stragglers left for Pfalzburg during the day. What shelter can they find—what change of clothes will they have—how will they feed themselves—how oppose the enemy—those thousands of fools who have had a care only to save their miserable persons? The enemy must have reaped a rich harvest of booty—a paymaster's chest, all the officers' baggage, and thousands of full knapsacks are his. To those acquisitions he can add a pile of relics of all kinds, uniforms, cuirasses, sabres, helmets, rifles, which strew the deserted camps. Old soldiers lost their heads like conscripts. I have seen a small boy strutting in a tunic, with three good-conduct stripes on the sleeve! Another carried a Chassepot given to him by a soldier; ten others had their blouses full of cartridges. The beadle makes a collection of trophies at the town-house. The women in the streets have pouches, the children trundle the hoops of drums in play; wounded troop-horses limp to the fields, there to perish of hunger if the knacker does not arrive to put an end to their sufferings.

THE VIEWS OF TROCHU.

What the Governor of Paris thought of the Organization of the French Army three Years Ago.

The London *Times* has printed a review of *L'Armee Francaise en* 1867, published two years ago by Gen. Trochu, and made prophetic by recent events. The critic thus summarizes the views of the author: "The chapter on the simplicity and fixity of regulations is short," he says, "very general in its statements, and applicable to all armies. It may be summed up in the one expression regarding troops in a campaign, 'There, all which is not simple is impossible.' His essay on the general education of the French army might have been taken as the text on which to preach the sermon contained in the report of the Royal Commission on Military Education in England. But, in addition, Gen. Trochu recommends those military discussions or lectures which have been since adopted, and to which attention has lately been drawn in these columns. In speaking of the administration of the army Gen. Trochu does justice to the honor of those who have been charged with it, but shows that, from want of knowledge of business, the honorable administrators often allowed the army of Italy to want bread in a country teeming with all the riches of a fertile soil and perfect climate. Have we not heard something of the same sort lately? When he speaks of 'manœuvres' General Trochu is trenchant in his criticisms. He shows that the French army of to-day acts upon regulations not differing in plan or spirit from those in use during the wars of Frederick the Great. He calls for simpler and more natural rules for the manual and platoon exercises of infantry, and finds fault because the time of the men and officers is taken up with all sorts of minute observances, instead of with the broader study of tactics. He quotes General Morand to prove that heads full of formulæ become so confused that they are incapable before the enemy, but that reforms in this direction are especially difficult because there are so many officers who have no other merit than that of being what is called 'good drills.' All necessary manœuvres could very easily be contained in a few pages, and ought to be considered but as the alphabet of the art of war. In other parts of his book General Trochu insists that neither enthusiasm nor yet elaborate drill will bind victory to the standards of an army. Intelligence, from the Commander-in-Chief down to the last soldier, simplicity, and an organization designed for war rather than peace, are the chief necessity for armies likely to take the field. He shows how all artificial manners and speech of soldiers are irresistibly effaced in battle, and give place to the true attitude brought about by the natural instincts of individuals. Nothing is more unlike real war than the accounts of it. In battle the swagger of the sabreur has disappeared, his brilliant uniform is smirched by the dust or the mud of the bivouac. His haughty self-assertion in the presence of civilians has evaporated, and he rests in faith upon the knowledge and cleverness of his officers. If those officers show themselves skilful, he gains confidence and is devoted to them; but if he finds that their knowledge is insufficient to lead him to victory, or at least to keep him from undeserved defeat, he is ready to accuse them of murder, and take vengeance upon them.

"However it may be recruited, an army is kept together by discipline, but neither threats nor kindness, reward nor the lash, can ever cause soldiers to show devoted obedience to officers whom they do not respect. There is a tacit compact between them; the soldier gives his services, his obedience, and his life, if necessary, without a murmur. He exacts, on the other hand, that his officers shall be intelligent and skilful, that they shall not fatigue him unnecessarily, and that they shall not call upon him to die unless the sacrifice of his life is of real benefit to his comrades, and needful to support the honor of his country's arms."

ALSACE AND LORRAINE.

Is There Any of the German Feeling Left in the People?

There is a good deal of discussion in the German press just now as to whether the people of Alsace and Lorraine still retain any German feeling notwithstanding the long period during which they have been under the rule of France. A Bavarian officer, who fought in the battle of Weissenburg, writes to the *Presse* of Vienna that

The Alsatians have not the slightest recollection of having at one time been Germans. One would have thought that they would have preserved something more from the time when their country was one of the most beautiful of Germany than the use of the German language, which, moreover, they speak as badly as French. Every trace of German customs and loyalty has disappeared among them. They are completely Gallicized, and are more fanatical than the French themselves, as their present conduct proves. During the assault on Weissenburg they seconded the French, who defended themselves bravely, by firing through garret windows on our troops. * * * Even the women took part in the battle; they poured boiling oil and water on our conquering soldiers.

A writer in the *National Zeitung*, on the other hand, declares, though apparently only on theoretical grounds, that both Alsace and the greater part of Lorraine are thoroughly German in language and customs as well as in race. Alsace, he says, "has retained the German spirit in all its ancient purity, notwithstanding the influences of the French Government since the peace of Westphalia;" and the same is the case with the eastern, and especially the northeastern, parts of Lorraine, "fortunately for us Germans." He adds that nearly all the towns are originally German, with Frenchified names. Thus Luneville is Lunstadt; Nancy, Nantzig; Toul, Tull; Verdun, Vierten; Remiremont, Reimersberg; Boulay, Bolchen; Faulquemont, Falkenstein; Bouzonville, Busenweiler; Fenetrange, Finstringen. Nancy was the old capital of Lorraine when it was German. Metz, Toul, and Verdun are also old German towns, and came into the possession of France in 1552.

FRANCE AND AUSTRIA.

More Revelations About Napoleon's Schemes—His Propositions to Count von Beust in 1867.

An Austrian monthly review, the *Deutsche-Ungarische Monatsschrift*, publishes a document in continuation of the revelations made by the German press concerning the projects of the Emperor Napoleon. According to this journal, the propositions which the Emperor Napoleon made at Salzburg, in 1867, to the Count von Beust were as follows:—

1. The Emperor Napoleon undertakes to give active assistance to Austria in case that power demands of Prussia the strict execution of the Treaty of Prague, or wishes, in case of need, to compel by force Prussia to do so.

2. Treaties of alliance, offensive and defensive, between the South German States and Prussia shall be considered as a violation of the Treaty of Prague, and the Southern States, in virtue of the Treaty of Prague, shall be invited to form a South German Confederation under the joint protectorate of Austria and France, with a Federal Parliament sitting at Vienna. The Emperor of Austria, in his character of Chief of the Southern Confederation, will enjoy the same powers as those exercised by the King of Prussia in the Northern Confederation.

3. Prussians shall be called upon to evacuate Mayence, which will receive a garrison from the Southern States. That part of the Grand Duchy of Hesse situated to the north of Main will be detached from the Northern Confederation, to be included in that of the South.

4. Austria and the Southern States will together form a Customs Union, which will have power to enter into commercial treaties, on the one hand with France, and on the other with the Northern Confederation.

5. For the present, the question of the restoration of those first dispossessed (*des premiers depossedes*) will not be raised.

6. In case Prussia refuses to carry out the treaty of Prague in all its fullness, and to put an end to all conventions and arrangements in contradiction of this treaty, France and Austria will declare war against Prussia. After the defeat, Prussia will have to cede to France the coal-basin of Saarbruck, as well as the territory of Saarbruck, Saarlouis, and Saarburg. The southern part of Silesia will be ceded to Austria.

The population of the territories annexed by Prussia will be consulted by means of universal suffrage, and the result of the vote will be obligatory on Prussia, while France and Austria will compel this vote to be respected. In case the population of these territories pronounce in favor of the restoration of their former sovereigns, these last will have the right to enter into the Northern Confederation or not.

7. Prussia will be summoned, in like manner, to come to an understanding with Denmark in the space of three months to the execution of article 5 of the Treaty of Prague, if this understanding be not carried out within the time limited, France and Austria will take in hand the settlement of the question, and will submit their decisions to a conference of the great powers.

8. In the event, by no means probable, of the Southern States, or any of them, refusing to join in the formation of a Southern Confederation in the sense of the treaty of Prague, the two allied powers will address to them an ultimatum, the refusal of which will be followed by a declaration of war.

France and Austria reserve to themselves the power of making agreements as to eventual cessions of territory by any of the Southern States against whom war may have been declared.

BARBARIAN WARFARE.

Napoleon's Employment of the Barbarians of Northern Africa.

The Emperor Napoleon, in making use of the Turcos, Spahis, and other barbarians of Northern Africa in the present war against Germany, has raised a storm of indignation among all civilized nations. We have no doubt but that the thoughtful part of the French people would join in the general outcry against the brutality and infamy of this measure, if they only dared to give expression to their feelings. The Wurtemburg *Staats Anzeiger* publishes in a recent number an interesting little article on the subject by Robertson Mohl, one of the greatest living writers on international law, of which we give a verbal translation:—

"We will not dispute the practicability nor even the necessity of the employment of such barbarian hordes in the wars waged by the French Government against the other not subjected barbarian tribes of Africa. It may be that a barbarian foe is best forced into submission through the assistance of other barbarians. But this will never justify the employment of the African barbarians in a European war waged in a European country. The law of nations is essentially based on the degree of culture and civilization of the contending peoples; that is the reason why that code has always changed according to the greater or lesser scale of civilization of the interested parties. Let it be understood that we do not protest against the use of these barbarian troops because we are not used to their manner of fighting. Their warfare may be wild and not adapted to the habits of disciplined European armies; but we do not pretend to say that such warfare is in itself condemnable, inadmissible, and adverse to the rules sanctioned by the law of nations. But there are other grave considerations which ought not to be lost sight of. It is well understood, and has been too frequently proven to be disputed for a moment, that such uncivilized troops cannot be restrained from committing twofold but equally horrible atrocities. First, their treatment of their wounded and captured antagonists is cruel beyond description, and it is not to be expected that they will be in any way affected by injunctions from their officers, no matter how energetic, nor by the anticipation of punishment, no matter how severe. But such acts of cruelty, while they can never have any material influence on the issue of an engagement, undoubtedly adduce a series of unnecessary evils. Beside, we must not forget that such barbarous and cruel behavior must necessarily lead to retaliation, and thus infinitely augment the horrors of war. But not only that; such barbarians are a horrible plague for the inhabitants not under arms, friend as well as foe. Acts of violence against non-combatants cannot be prevented; in fact, there is no security of person or property against such savages, who do not respect what is most sacred to us. If even the warriors of civilized nations do too much harm to the districts they traverse, it is certainly unworthy of the humanity and culture claimed by a European State pretending to march at the head of civilization to increase the horrors of war until they become unsupportable. It is true that history tells us of the use of auxiliaries, as, for instance, the hiring of Indian savages during American wars, or the employment of Tcherkessians by the Emperor of Russia in the war of annihilation against the insurrectionary Poles. But these measures have been fitly condemned as conflicting with the law of nations. It is rather difficult to establish a positive rule, and this is equally the case in such countries where civilization loses itself and gets stifled by barbarism in the remote border districts. But there cannot exist a moment's doubt that it is unworthy of a nation like the French to import foreign savages that they may help in the settlement of difficulties with another European nation, and thus to place itself on an equality with a race so decidedly inferior to the degree of culture claimed by 'la grande nation.' This step was certainly not necessary for the sustenance of its power, and the other European non-belligerent States would be justified in unanimously protesting against the repetition of the use of Turcos, Spahis, and similar Algerian troops, as contrary to the usages of civilized warfare."

NOTES OF THE WAR.

Heroic Deeds at Weissenburg and Woerth.

M. Claretie, in the *Cloche*, mentions some acts of heroism during the combats of Weissenburg and Woerth. He says:—"I think of those two gendarmes who at Freuenburg, with a foot chasseur, when abandoned by the army, rescued alone four cartloads of provisions from a squadron of Uhlans. Poor simple heroes, whose names will not be known, and who returned calmly to the soldiers, saying, 'There is biscuit for you.' I think also of those men of the 77th of the Line who, in the wood of firs and birches at Styring, after driving the Prussians from tree to tree, after having killed heaps of the enemy under the thick shade, having at last used all their cartridges, and, being without powder or ball, remained there to be slaughtered in their turn while marching with their bayonets only against the mitrailleuses. I think of that regiment which, taken in flank, imagined they saw assistance in the mounted chasseurs coming to their aid, and waved their caps in the air; they only discovered their error when they found themselves falling before the carbines and sabres of the Uhlans. I think of that prophetic remark of a Sister of Charity at Forbach, who said to me, pointing to the wood, 'I fear for the wounded under the trees, which may take fire. The Prussians are there.' I repeated these words to the general, who said to her, 'Go and look after your wounded, and do not concern yourself with my business.' I can again see the skirmishers posted behind trees cut down to protect the retreat, firm, and saying, 'Here we will die!' I think I can still hear that incessant and fearful noise, always the same dull sound, like a heavy body ploughing into a heap of human flesh, that *clouf, clouf* of the mitrailleuses; and those wounded calling for their mother; and that little musician who, dying, was asking, amid the sobs of all around, 'Where is the 77th, my poor 77th?'"

General Abel Douay's Death.

General Abel Douay, whose loss is much regretted, is said to have perished in the following manner in battle at Forbach:—

When the battle was lost he stood on a mound watching the last regiment of his division as they descended the hill, decimated by the enemy's fire. He had done everything which was possible to retrieve the day. He had no longer a battalion or a company to fight with. He gave orders to the officers of his staff which dispersed them in various directions, and he descended the slope alone. Arrived at the bottom he drew a pistol from his holster, killed his charger, and, sword in hand, began to ascend the hill in front of him. Soldiers belonging to various regiments and various arms threw themselves in his way and tried to stop him. "Where are you going?" they cried. "To the enemy," was the answer, and he marched on, followed by a handful of soldiers. A terrible fire flashed from the summits of the Prussian position, and here and there struck down the men, electrified by the stoical calmness of their general. More soldiers arrived and again attempted to persuade their chief to retire, but he pointed his sword to the top of the hill and continued to advance. For a time he escaped the balls which killed those marching by his side, but at last he staggered, a soldier pushed forward and caught him in his arms, and General Douay was dead.

The Great German Leaders.

The following is the translation by the London *Times* of a letter received in England from a German in Mayence:—

HOTEL D'ANGLETERRE, MAYENCE, August 14, 1870. —When the first intelligence of victory arrived here at Mayence, eight days ago, the King of Prussia and his three Ministers, who are now at Saarbruck, left Mayence in order to be nearer the seat of war. Having made a short excursion to Wiesbaden, Frankfort, Cologne, and Mannheim, I returned, much to my comfort and pleasure, to Mayence, and occupied my former rooms at the English hotel. Since my last letter the German army has gained considerable advantages, which have elated their spirits to an unusual degree. The three successive glorious deeds of arms, viz.:—1. The retaking of Saarbruck and the capture of Forbach; 2. The battle of Weissenburg; and 3. The battle of Woerth, have caused throughout the whole of Germany one loud outburst of joy, and filled their hearts with enthusiasm.

During the stay of the King of Prussia here I had frequent opportunities of observing him daily, and also Bismarck, Moltke, and the Minister of War, Von Roon, who were residing in the English hotel at the same time as myself. If you could have seen the two last-mentioned, who now hold, if I may say so, Europe's destiny in their firm grasp, and direct such momentous events, you would have clearly perceived on their calm features what confidence they felt in their cause—a striking difference in comparison with the uncertainty, restlessness, raging, crying or well-known swaggering of the French, from the very Emperor Napoleon and his Ministers down to the corporal and the *flaneur* of the Boulevard.

Concerning the bravery of the French soldiers there is only one opinion respecting their extraordinary behavior. True, they fought like lions, but the profound study, that even calmness and keen foresight of the superior leaders and "directors" of the German troops, and the ardent desire which animates the whole German nation to keep the Rhine, which they love above all, and to defend their common Fatherland, will insure victory for Germany, and then it can be once more truly said, "Right has conquered!"

The Fortifications at Metz.

The *Independant de la Moselle*, published at Metz, says:—

During the last few days our city has completely changed its aspect. The forts are occupied, and cover the plains to a great distance with their powerful protection. Their service is performed by the Guard Mobile and the regular troops. In the face of the considerable masses of the enemy which have penetrated on to our territory by the lines of Saarbrucken and Weissenburg, the first care of the commander-in-chief of our army ought to be a concentration of our forces and stores which would enable us to act on the enemy's flank. The fact has been admitted that the passage of the Vosges cannot be defended without compromising our strategic situation in the presence of an enemy who is numerically superior to us. We have been led in the same manner to evacuate Nancy, and already the scouts, who advance far into the country, have approached to within several leagues of the city. The Prussians, perfectly aware of our situation, and as to the direction of the operations to be pursued, will, doubtless, hesitate to enter far upon our territory while we occupy the three fortified positions of Langres, Paris, and Metz, and while we leave behind us such a fortress as Strasburg. The day before yesterday a deputation of the mayors from the suburbs waited upon the Emperor to ask for a suspension of the order to raze all the property on the military zone. They received from Marshal Lebœuf the assurance that it should only be executed on the first zone to a distance of 150 metres from the face of the fortifications; the second, which contains numerous factories, the loss of which is estimated at several millions, will only be levelled at the last extremity.

THE SAFE ROBBERY.

Particulars of the Affair at the Methodist Mission Rooms—Grossly Exaggerated Reports.

The "great safe robbery" which is reported to have occurred at the "Methodist Book Concern," on Thursday morning, turns out to have been but a very small affair. The safe which was entered did not belong to the "Book Concern" at all, but was the property of the Missionary Society, an entirely different organization, although occupying a portion of the same building, which is owned jointly by the two corporations.

The Mission Rooms are located in the third story of the new Methodist building, on the corner of Eleventh street and Broadway, while the Book Concern occupies the second story. The particulars of the robbery are as follows:—The room in which the safe which was broken open is situated is that used by the secretaries of the Mission Society, Drs. Durbin and Harris. The safe is one of Marvin's, and not a particularly strong one, as it was used only for the purpose of storing books and papers, no money ever being there deposited, as the funds of the society are lodged in the vaults of the Shoe and Leather Bank, subject to the draft of the treasurer, another officer of the corporation.

On Thursday morning Dr. Harris, upon entering the Secretary's rooms, discovered nothing particular in the general appearance of affairs, but in attempting to open the safe was unable to do so. Thinking that the lock was out of order, he sent for a mechanic, who upon his arrival discovered that the door was only closed, having evidently been opened by some one familiar with the combination. To open the inner safe, after the large door was opened, was an easy matter, as it is only about an eighth of an inch thick and of cast-iron. This was broken open by the burglar with a common chisel and a mallet, both of which tools were found and belong in the building.

The only property of value which was removed was some $15,000 in Jersey City war loan bonds, the private property of Dr. Durbin, and about $300 of other valuables, belonging respectively to two other officers of the society and to a minister of this city. The articles were of no great worth and were valued more as keepsakes than from any other cause. They had been placed in the safe as a favor during the owner's absence from the city. The only loser to any amount is Dr. Durbin, the owner of the bonds in question, and in regard to these it is expected that they will soon be recovered, as the suspicions pointing to the abstractor of the property are already strong, and discovery is imminent. It was for this reason, and at the particular request of the officers of the society, that the affair was not made public yesterday, in order that the detectives employed in tracing out the affair should not be interfered with. In reply to the article published in a morning paper of yesterday, the Secretaries of the Missionary Society have addressed us the following note:—

GENTLEMEN:—We have read with no little surprise and sorrow your account of the "great safe robbery," in the "Methodist Book Concern." The safe which was opened is not the property of the "Book Concern," but of the "Missionary Society," and it is not located in the premises of the "Book Concern," but in the "Mission Rooms." The statement of losses, both as to persons and amounts, is a fabrication. The only loss of importance falls on a single officer of the society. About $15,000 in bonds, his own private property, were taken, but they are valueless to others, and will in all probability be speedily recovered. The aggregate of all other losses does not amount to $300. Only one man not connected with the Mission Rooms has lost a farthing, and his loss is of importance only as involving some keepsakes of the family, and not for its intrinsic worth.

J. P. DURBIN,
W. L. HARRIS,
Corresponding Secretaries.

Mission Rooms, No. 805 Broadway, Sept. 1, 1870.

The notice given below was yesterday generally distributed throughout the city, and a copy left at all the banks of New York and Brooklyn. The facts of the case were detailed as stated to a representative of the *Times* who called at the Mission Rooms yesterday, and to whom every courtesy was shown, while no desire was evinced to conceal anything. The following is the notice referred to:—

$15,000 STOLEN.

On the morning of August 31, the following described bonds were stolen from my safe:—Jersey City war loan of 1864, seven per cent, $1000 bonds, No. 256 to No. 310, inclusive, $15,000. All persons are cautioned against negotiating the same.

J. P. DURBIN, No. 805 Broadway, third floor.
NEW YORK, Aug. 31, 1870. —*N. Y. Times to-day.*

—The Republican Congressional nominating conventions held thus far throughout Pennsylvania have wisely followed the example early set by Philadelphia, and in every case where the course of a member had been such as to reflect credit upon the people of his district, have renominated him for another term.—*N. Y. Times.*

WINNIPEG.

THE END OF THE REBELLION.

The Origin, Rise and Progress of the Red River Rebellion—Its Inglorious Termination.

A despatch from Toronto, published by us yesterday afternoon, gave the particulars of the occupation of Fort Garry by the expedition under Colonel Woolsley, and the final winding up of that tea-pot tempest which will figure in history as the Winnipeg War.

The Origin of the Trouble.

In 1670, King Charles the Second granted to "The Governor and Company of Adventurers of England, trading into Hudson Bay," the lands now in question, with a virtual ownership, saving always the sovereignty of the crown. In 1811 the Hudson Bay Company executed to Lord Selkirk that part of their territory comprised in the British half of the valley of the Red River of the North—being so called to distinguish it from the Red River of Texas—and in 1821 this Selkirk grant was merged back into the company. In 1867, Parliament passed the British North American Act, which contemplated the consolidation of all the British possessions in North America into one State, to be called the Dominion of Canada; and in 1868, it being found that the case of the company demanded further legislation, passed the Rupert's Land Act to facilitate the accession of Rupert's Land—the old name of the company's territory, derived from the fiery Prince Rupert of Marston Moor times—to the Dominion.

Under this latter act an agreement was entered into by virtue of which, on payment to them by the Dominion of £300,000, the company was to surrender to the crown the grant made them by King Charles the Second, the object being to put Rupert's Land in a condition to be absorbed in the Dominion without a violation of the company's vested rights. Said agreement having been entered into, the Dominion Parliament passed, on the 22d of June, 1869, an act for the temporary government of the company's possessions, or the Northwest Territories, as it was now called, as soon as the union thereof with the Dominion was consummated; and directed the appointment of a lieutenant-governor with plenary powers, under the guidance of the Dominion, for the rule thereof.

William McDougall, C. B., was appointed lieutenant-governor, and, towards the close of October, 1869, entered the Red River country with intent, on the first of December then following, to take possession, in the name of the Dominion, of the same. This procedure was highly disrelished in the territories, first, on the ground that there had been no formal cession, the terms of the agreement to that effect remaining unfulfilled; and, second, that the consent of the people of the territories to such transfer had been utterly ignored, and on the 2d of November Mr. McDougall was expelled by a body of armed men.

The Rebellion in Full Blast.

Four days thereafter John Bruce, signing himself as President, and Louis Riel, signing as Secretary, of the French-speaking people of Rupert's Land, issued an invitation to their English-speaking compatriots to send delegates to meet delegates from the French population in convention at Fort Garry on the 16th of November, 1869. On that day William McTavish, Governor under the Hudson Bay Company, or "of Assinaboin," as he signs himself—this being one more of the many names of this debatable land—issued his proclamation warning all persons within the Territories to retire to their homes and not participate in any such proceedings as the proposed convention. The convention met, however, at Fort Garry on the 16th of November, as called, and consisted of twelve English delegates and twelve French, with Bruce as President and Riel Secretary. In a week's session this convention drew up a bill of rights which virtually demanded a representative government for Rupert's Land, subject to the sovereignty of the crown; but adjourned on being unable to unite on some form of guarantee therefor. On the 24th of November, however, another convention was held, and a resolution or independence adopted, which resolution was followed by a proclamation from Mr. McDougall of the 1st of December declaring the people of Rupert's Land in insurrection; and this proclamation in turn by a counter-proclamation of the 8th of December from Bruce, President, and Riel, Secretary, announcing the independence of Rupert's Land, and that the government instituted there on the 24th of November, 1869, was "the only and lawful authority" thereof.

After the adjournment of the convention Riel was unanimously elected President of the Provisional Government, and began at once his preparations for defense.

War Under Way.

This, as may be imagined, brought the pleadings to an issue, and the Winnipeg war began. The first commandant for the Dominion was Colonel J. S. Dennis, an appointee of McDougall, who gathered together some six hundred men, and moved against the insurgents. But the whole party were taken prisoners by the insurgents on December 18, 1869, and were detained in custody until the early part of February, when they were finally released and returned to their homes.

The next champion of the Dominion cause was Major Boulton, formerly an officer of the British army, who in February last, in company with Dr. Schultz, led an expedition against the insurgents, which came to a termination quite as inglorious as the former one. Boulton and Schultz, after occupying the lower stone fort, moved on Fort Garry with a force of two hundred Canadians, English, and half-breeds. Not being strong enough to attack Fort Garry they encamped near by. Riel collected five hundred men and attacked them, and Boulton, finding that but little assistance was to be expected from the settlers, surrendered on the 19th of February with fifty-seven of his men, who marched to Fort Garry, while the rest, under Schultz, retired to the stone fort. On the 19th Riel despatched one hundred armed men to attack Schultz. William Gauly, one of Schultz's scouts, was captured and shot. Schultz had left the stone fort and made his escape in the direction of Rainy Lake. Poulton was tried by court-martial and sentenced to be shot, and preparations were actually made for his execution, but he was finally released in March, together with all the other prisoners held by Riel.

The Dominion Succumbs.

The Dominion Government, as well as the Hudson Bay Company, had meanwhile made several attempts to dispose of the rebellion through the agency of diplomacy, and several agents were appointed at different times to negotiate with the Provisional Government. All of these agents had a rough time of it, and one of them, Scott by name, suffered death as a reward for his temerity in rushing into the very den of the lion. The Dominion Government, finding it impossible to suppress the insurrection by force of arms, gave up the notion for the time, and in March last several delegates from the insurgents visited the capital to settle upon terms of peace. A bill was finally introduced in the Dominion Parliament, early in May, providing for the admission of the Red River country into the confederation as

The Province of Manitoba.

This act finally passed about the middle of May, and its provisions seemed to give entire satisfaction to the mass of the people affected by it. The boundaries of the new province were fixed from a point on the United States frontier 96 degrees west from Greenwich, to 98 degrees and 15 minutes west, the southern limit being the 49th parallel, and the northern limit 50 degrees and 30 minutes. The province contains 11,000 square miles, and includes all the settlements on the banks of the Red and Assiniboin rivers, from the circumference near Fort Garry to the lake above-mentioned. The unorganized tract was to be governed by the Lieutenant-Governor of Manitoba under a seperate commission, and its affairs regulated by orders in council. The province was to have at present two members in the Senate; when its population amounts to 50,000 three senators; and when 75,000 four senators. It was to be divided into four electoral districts, each of which is to return one member to the House of Commons. The Lieutenant-Governor was to have an Executive Council of seven persons. The local legislature was to consist of two chambers, a council, and an assembly; the former to have, in the first instance, seven, to be increased ultimately to twelve members; the latter to have twenty-four members, elected by as many districts, which are to be defined by the Lieutenant-Governor, their qualifications to be the possession of a house and one year's residence. A subsidy was granted at 80 cents per head, and the further sum of $300,000 for special purposes. All public lands not specially allotted were held to belong to the Dominion of Canada, and for the purpose of extinguishing the Indian title within the province, 1,200,000 acres were to be reserved for the Indians and half-breeds.

These propositions were accepted by the delegates of the insurgents, and late in June the Legislative Assembly of the Provisional Government, having been convened by President Riel to consider them, assented to the Manitoba scheme, with the approval of Riel himself. To complete the new arrangement, the Dominion bought up the claims of the Hudson Bay Company to the territory, which was formally transferred to the Dominion in June. Anxious to wind up the difficulty at once, the British Government supplemented the action of the Dominion Government by granting in July a general amnesty to all persons implicated in the difficulty.

In Peaceful Possession.

Meanwhile, the expedition under the command of Colonel Woolsley was organized, to proceed to the Red River country and take peaceful possession. The English Government consented to the employment of regular British troops in this expedition, on the condition that the Government of the Dominion defray two-thirds of the expenses. The expedition consisted of 600 regular troops and 1400 volunteers, the latter selected from the Dominion militia. The expedition started on its weary march in May, and such were the obstacles encountered that it did not reach Fort Garry until the 24th of August. An attempt was made to transport supplies for the expedition through the Sault Ste. Marie Canal, but to this the Government of the United States objected, despite the assurance that the expedition was entirely peaceful in its character. This rendered the transportation of the supplies by land necessary, and greatly impeded the movements of Colonel Woolsley's grand army of 2000 men.

The obstacles presented by an unsettled country were finally overcome, however, and Colonel Woolsley reached Fort Garry on the 24th of August, to encounter no show of resistance in taking formal possession of the recently rebellious district in the name of the Government of the Dominion. It is said that Riel intended to offer resistance, but was persuaded that it would be useless; also that, previous to the arrival of Colonel Woolsley, he plundered Fort Garry, and with his more devoted followers took to flight, notwithstanding the general amnesty which included all their high-handed proceedings. For the truth or falsity of these reports we must await later advices; but, in the meanwhile, we can congratulate our readers on the fact that the Winnipeg War is at an end.

Melancholy Intelligence—Paralysis of Chief Justice Chase.

We have just learned with deep regret that Chief Justice Chase has for some time past been suffering from a paralytic stroke, which, without entirely destroying the use of his limbs, incapacitates him for walking without help, and seriously affects his mind. His recovery is desired rather than confidently expected; indeed it is considered doubtful whether he will again be able to resume the arduous labors of the bench, although it will be remembered that Judge Grier remained on the bench for several years after he became partially paralyzed. The Chief Justice is now at the country seat of Senator Sprague, his son-in-law, on Narragansett Bay, where he has the best medical attendance that the country can afford.—*N. Y. Sun to-day.*

An Alleged Mazeppa.

A case rather novel in its character, says a Pittsburg paper, was brought before Alderman Taylor on Tuesday, on information being made by a man named James Brown, who alleges that several young men tied his hands with a rope, injuring his arms severely, and then bound him to a horse, and escorted him in this strange situation to Wall's Station, on the Pennsylvania Railroad, and by their rough treatment injured him severely. The parties were arrested yesterday, and alleged that they were trying to arrest the complainant, and his resistance rendered the rough treatment necessary. The accused were required to give bail in the sum of $2000 each for a hearing.

—The Houston (Texas) *Telegraph* says: "We sometimes feel half inclined to resort to the trepanning process to introduce brains into the noddles of some of our weak-minded ultra-Democratic editorial brethren." The cause of offense to the *Telegraph* is that its Democratic brethren [insist upon resisting the fifteenth amendment, and [in keeping up their clamor for "a white man's Government."

—The Detroit *Tribune* says that the prominent candidates for the United States Senate in Michigan are Hon. J. M. Howard, Hon. Austin Blair, Hon. Thomas W. Ferry, Hon. William A. Howard. These gentlemen all have their friends, who wish to see them elected, and would do all they could to promote their success.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

THE NEUTRAL POWERS.

From the N. Y. Tribune.

The attitude of the great European powers, with regard to the French-German war, has from the beginning been canvassed with intense interest. During the progress of the war this interest was somewhat eclipsed by the brilliancy of the German victories, but now it revives with the prospect of a speedy peace. As each of the belligerent powers is very cautious to publish, concerning this point, only such facts and rumors as are favorable to its own side, the cable despatches are naturally more adapted to misguide than to enlighten public opinion. We know, however, enough of the disposition of the great neutral powers to ascertain, with a high degree of probability, what course they are likely to pursue. It may be regarded as self-evident that the great victories of the Germans are not calculated to create or to strengthen friendly feelings between Prussia and the Governments of the other European powers. Among the peoples the idea of a settlement of all international feuds, on the basis of a mutual recognition of the nationality principle, may gain ground. The sovereigns are still guided by considerations based on the old views of a balance of power in Europe. No Government would probably have seen with satisfaction the extension of France to the Rhine, though the silence and even the alliance of Austria and Italy might have been purchased by the promise of French aid for the attainment of their own purposes. The other Governments are no less opposed to the aggrandizement of Germany, and the more extraordinary the distinction is which the Germans have won during the present campaign, and by which they have astonished the world, the greater is the jealousy at this new modification of the map of Europe which the other Governments are likely to feel.

The French Government has obviously made the strongest appeals to the well-known sensibilities of the other powers with regard to the balance of power in Europe, to secure their joint interposition or even intervention, in case Germany should insist on the restoration of Alsace and Lorraine, or impose other conditions too revolting to the still unbroken pride of the nation. The special missions of Prince Napoleon to Florence, and Prince Murat to London, have undoubtedly been caused by these views. Of the results of these missions we are but imperfectly informed. A significant declaration is, however, published by the official organ of the Russian Government, which denies that its Government has committed itself to a protest against the dismemberment of France, though it admits that it would not favorably regard any schemes of that kind. The Emperor Alexander is known as a decided partisan of a lasting alliance with Prussia; but he finds it nevertheless necessary to express in advance a dissatisfaction with the growth of Germany at the expense of France. The German provinces of Russia on the Baltic, in which the feeling of the German nationality has of late begun to assert itself in a very marked manner, are a constant irritation of the Slavi against the German nation, and a check to any alliance into which the personal feeling of the present Emperor might lead him to enter. The heir to the throne is reported to be a violent Panslavist, who, with his party, is fully convinced that a great war is inevitable between the Germanic and Slavonic nations for the purpose of consolidating the whole Slavic race into one empire under the rule of Russia; and his party, the Panslaviats, are parading in their principal organs the most violent opposition against Prussia. Fortunately for the Germans, the enthusiasm of the Poles for the French strongly counteracts this movement, for the Poles still hope for a restoration of their empire, and would probably not hesitate to wheel around into an alliance with Prussia, in case it afforded a better prospect for the fulfilment of their patriotic yearnings.

The Government of Italy does not conceal its wish to be a faithful vassal of France in case the latter power is willing to withdraw her opposition to its annexation of Rome; but the feeling among the educated and liberal classes is so strongly in favor of Germany, that the Government shrinks from taking any decisive step. The English Government studiously conceals any show of feeling for either side; it only insists with great earnestness on the neutrality of Belgium being respected by either belligerent, for England wants to prevent, if possible, the sea-coast of Belgium from becoming German or French property. As to Alsace or Lorraine, nothing official has been expressed; such a change of the frontier would probably not find much sympathy; but no one expects that England would ever think of engaging in a continental war on account of a frontier question. The intentions of the court of Austria appear to be very warlike. The heads of the army are burning with the desire to take revenge on Prussia for the year 1866. But they have found this to be impossible, in view of the threatening attitude of the German population, which demands either absolute neutrality or an alliance against the hereditary foe of the German nation. Only a few organs of the ultramontane party and the aristocracy seemed to waver; but now even these have joined the general opinion, and express a hope that the enemy of Germany may be thoroughly punished. A war of Austria against Germany would be suicidal. So strong, indeed, is the current of public opinion among the Germans of Austria that they may be expected to demand soon a long and organic union with the remainder of Germany.

We regard it, therefore, as improbable that any of the four great neutral powers will be induced to take hostile steps against Germany. We may have a conference which will cast its combined influence into the scale of France; but we believe that none will be willing to go beyond it; and if France wants an advantageous peace she will have to conquer it herself alone.

THE TAX-PAYERS AND THE REPUBLICAN PARTY.

From the N. Y. Times.

Democratic journals pay a poor compliment to the intelligence of the country when they deny or depreciate the economical excellence of the administration, and the extent to which the Republican party has afforded relief to the tax-payers. Facts constitute a record which the most ingenious Democrat cannot shake.

Whatever its faults, the administration has done its duty in the collection of revenue and the disbursement of appropriations. Every branch of the fiscal service has exhibited a marked increase. A certain degree of growth we look for as the result of national recuperation from the embarrassment produced by war; but this process cannot account for the improvement of the revenue which immediately followed the retirement of Andrew Johnson, and has continued since. The sudden and continuous gain to the Treasury has been due to the greater efficiency of the revenue service under President Grant—the great energy imparted to it, and the fidelity with which its working has been watched. More than forty millions of increase in the fiscal year 1867–70, as compared with the receipts of the previous year, is a fact that attests the honesty with which a great duty has been performed.

And there has been honesty in the application of the large surplus which taxation and thrift placed at the disposal of the administration. The expenditures have been kept below the appropriations. Forty millions tell the tale of the first year of Grant's economy in comparison with the outlay which prevailed in the last year of Johnson; and for the current year the saving has been nearly doubled. That is the rate at which the work of retrenchment proceeds. What the full measure of the country's gain has been, a reduction of the debt to an amount exceeding one hundred and sixty millions, since the commencement of the administration, sufficiently proves. A large surplus has been realized, and this has been the manner of its application.

The taxes, too, are all the time being cut down. The reduction effected during the recent session amounts to eighty millions or more, three-fourths of which takes effect in the present fiscal year. The Democrats assail the reform as exceptional, as something not known before, and not likely to be heard of again after the elections. The truth is, however, that the Republican majority in Congress have year after year lightened the people's burdens. They began soon after the restoration of peace, and have steadily continued the work. Contrasting the taxation as it will be when the recent changes come into force, with the taxation as it was when the war ended, we have as the product of Republican effort a total reduction of not less than two hundred and fifty millions. The reduction of eighty millions or more, which has just been effected, is, then, only a well-established feature of the Republican policy. And so the party should proclaim it.

All the signs point to another large surplus in the current year. Several of the taxes which are soon to cease are yet in force, and will swell the amount in the Treasury. The general productiveness of the revenue will leave a handsome margin. The monthly operations of the Secretary in the bond market indicate the possession of large means in excess of the wants of the Government. The party is, therefore, brought to this issue—shall even the reduced rate of taxation be imposed if it yield a surplus of ninety or a hundred millions, or shall a further reduction take place to the extent of sixty or seventy millions? We know Mr. Boutwell's views and the views of the tax-payers, and we know that there is a gulf between them. The party must side with one or the other. To be consistent, to justify its professions, and to satisfy the people, it must decide against the Secretary and in favor of the continued diminution of taxes.

The attempt of the Democrats to show that the relief already afforded benefits some States and some classes more than others, is simply puerile. To make any just comparison of class interests as affected by reform, the five years' work of the Republicans in Congress should be taken into consideration. Two hundred and fifty millions cannot be lifted off the people's shoulders without benefiting the whole country. We may not approve of every detail of the changes made this year, but in regard even to them it is evident that eighty millions reduction is a reform whose benefits will not be confined to any section or any class. The West and South will share with the East the profits of the policy with which the Republican party has been for five years identified.

SYMPATHY IN THE PAST AND PRESENT.

From the N. Y. World.

One minor good results from the deplorable conflict by which Western Europe is agonized. It has stimulated our radical friends to a minute study of history, especially our own. The record of the "Revolution," once so sacred and so familiar, had become blurred and mouldy, or a sort of palimpsest on which recent rubbish has been stamped, and no one cared about it unless when Bancroft tried to disturb and pollute the calm and once translucent spring. When, however, France and Germany grappled each other in deadly strife, and politicians sought to stir up unreal sympathy, so as to make out of it party capital, some old-fashioned students of the past bethought them of ancient memories, and ventured to refer to days when France and Frenchmen were our friends, and Germany, its rulers and its people, very much the reverse. It was, perhaps, an obsolete thought, a piece of antique sentimentalism, to think or talk of historical sympathies or antipathies. "The times that tried men's souls" were no great things after all. The brave days of old were as nothing to ours—such as, in the District of Columbia, when Stonewall Jackson was supposed to be coming down the valley, a Pope was galloping back to Centreville. What were Washington's anxieties at Valley Forge, or West Point, when told of Arnold's treason, to Lincoln's after Fredericksburg, when our florid friend General Cochrane rushed into his council chamber and told him Burnside could not be trusted? It was a petty, poor business, this of the old Revolution!

Still, stale as it was, it would never do for our radical friends to give up the past without a struggle, or to admit our infant country owed gratitude to none but Frenchmen. It has been pretty hard work—so hard that we feel disposed to give our assistance to so desperate a search. The French partisan has relatively little trouble. From the day when Beaumarchais began to write till Gimat led the assaulting column at Yorktown, the kind words and brave deeds of French sympathizers glisten in every line of our story; and his must be a cold heart indeed who reads without emotion Washington's order of the 6th of May, 1778—the darkest hour before his dawn—in which he bids his ragged, starving soldiers "thank the Almighty Ruler of the universe for raising up among the princes and people of the earth a powerful friend to aid them." The French roll of honor in America is a rich and full one. Desirous as we are, if not to aid, at least not to embarrass our friends in their search for Teutonic auxiliaries, we pass by all reference to the aggregation of Hessians and Brunswickers arrayed against us, and look for actual friends. We find Poles, like Pulaski and Kosciusko; and Polish Russians, such as the strange adventurer, Bieniwoski, whose claims on Washington, so says his letter, rested on the fact that "he had served *against* the King of Prussia;" but of Germans or Prussians not one claiming to be such, and but three of any sort. De Kalb, who came at the behest of Choiseul; and Steuben, whom his master would not allow to come, but who, moved by St. Germain, enlisted as it were in Paris; and a certain Von Wordtke, if not unknown to fame, thus far undiscovered by our radical inquirers into history, who also came under French influence, and died in the early part of '76. This, we regret to say, is all. We wish there were more with all our hearts. Vain is further search. Mr. Carlyle and Miss Louisa Muhlbach have been rummaged in vain for some evidence that "Old Fritz," whose figure in colonial days adorned our sign-posts, and after whom towns and taverns were named, in any way befriended us. We know that in June, 1781, the Empress of Russia and Joseph the Second of Austria offered their good offices, but we can find no trace of especial friendliness from the great Frederic. His Majesty had had too many subsidies from Great Britain to dare to quarrel with her; and, although he did not altogether like to let his own people go on foreign service, he grumbled gently, and they went. He scowled on Arthur Lee at Potsdam, and rather enjoyed the joke when Sir Joseph Yorke stole, or caused to be stolen, the rebel archives at Berlin; and it is of him—the Great Frederic—that Washington, a few months before the warrior-tyrant died, wrote to Lafayette, in 1786, a remarkable letter, which has been preserved, in which he says: —"That one man like him should be willing to tyrannize over millions is a deep shade on his character." There was no strong Prussian sympathy, because there was no love of military sway, in Washington's great heart.

But, say our radical apologists, what of the past—the remote, mouldy past; look at the present and see what Prussia did in aiding us to suppress "rebellion," extirpate slavery, and maintain the Union, and with what a noble, pure, ethereal impulse her children rallied round our flag and bought our bonds. "The Hessians and Brunswickers of old came because they were sold and bid to come. Not so the Prussian of to-day." Here again are we getting into the tangled field of disputed history, and here again radical New England, in the present as in the past, plays a leading and characteristic part. In the spring of 1778, after the surrender of Burgoyne, with whom was a large German contingent, most of the prisoners were sent to Massachusetts, then, as ever, out of the reach of all danger. James Bowdoin, an able and patriotic man, like all of his name, was Governor, and to him Washington, in bitterness of spirit, wrote these words—and are they not printed by Sparks? "It gives me inexpressible concern to have repeated information from the best authority that the committees of the different towns and districts in your State hire deserters from General Burgoyne's army and employ them as substitutes to excuse the personal service of the inhabitants. I need not enlarge upon the danger of substituting as soldiers men who have given a glaring proof of a treacherous disposition, and who are bound to us by no motives of attachment, instead of citizens in whom the ties of country, kindred, and sometimes property, are so many securities for fidelity. General Burgoyne could hardly, if he were consulted, suggest a more effectual plan of plundering us of so much money and reinforcing General Howe than this." Thus for the past. Now for the present. On the 14th December, 1865, the acting consul at Boston of Oldenburg and Nassau, not then absorbed in Prussia, revealed to his superior —for a copy of his letter is before us at this moment—a state of facts alike illustrative of Prussian sympathy and of Boston patriotism. He tells of a commercial adventure by which under false pretences recruits for the Federal army were to be bought abroad, the profits being the difference between the pittance to be paid to them—one hundred dollars and twelve dollars a month—and the substitute price—five or six hundred dollars. An agent, whose name is given, a sort of Koopmanschoop, was sent to Germany to make the arrangement. They were mere contracts for labor, not for military service, and no one of the poor fellows who signed them dreamed of war or its dangers. More than one ship-load arrived at Boston. The human freight was dumped down in some outlying islands in the bay. The sick were turned off as worthless, and those who passed the sanitary scrutiny were hurried to the front to fight and die. All the details are set forth in the Consul's letter; and if it be true, as we firmly believe it is, then we trust that neither as to the present nor the past shall we hear much of Prussian sympathy. It is an insult to the right-mindedness and intelligence of our large German population to pretend it.

THE STRONG FINANCIAL POSITION OF THE UNITED STATES.

From the N. Y. Herald.

While the governments of the great European nations can hardly make both ends meet, even in time of peace, this country has an overflowing treasury, and is paying the national debt off at the rate of over a hundred millions of dollars a year. The stupendous sum raised and expended during the four years of our war was unparalleled in the history of the world, and all without a foreign loan or aid from foreign capitalists. There never was a war that cost as much within the same time; for not only were the forces raised enormous, but the pay and equipment of the men and the cost of everything used were much greater than they are in any other country. The cost of the Prussian and French armies in pay, clothing, provisions, arms, and everything else for war purposes is less than a third, probably, of what the same number of men and amount of materials was here. Then look at the enormous bounties paid—from five hundred to a thousand dollars a man—an amount that would equip and support a French or German soldier for several years. Besides, the general extravagance and plunder of the treasury were frightful, and would have bankrupted any other nation. No country in the world could raise such sums as we did. Yet five years after the war not only has all the vast floating debt been discharged but we have paid off several hundred millions of the organized debt. At the present rate of liquidation we could extinguish the whole, which is a little more than two thousand millions, within fifteen years.

It is not surprising, therefore, that our credit remains good during the terrible conflict of arms that is convulsing Europe. At first, of course, United States securities felt the shock, as all others did, from that natural sympathy which the finances of one great civilized country have with those of other countries. But afterwards, when people and capitalists began to reason more clearly the resources of the United States and the superior value and security of our bonds, they clung to them as the best investment they could have. Hence there have been few of our bonds sent home from Europe. Nor is it likely there would be any serious depreciation if even the war should spread over Europe. Our superior and well-paying securities would be held and be sought for by the people no matter what strain there might be upon the Governments and capitalists for money. There is no reason, indeed, why our bonds should not gradually rise to their true value under any events that may occur in Europe. If we have been able to accomplish so much in raising money for a gigantic war and in rapidly paying off the debt in the past, what can we not do in the near future when our population will be doubled and the wealth of the country quadrupled?

THE PROSPECT OF GERMAN UNITY.

From the Pall Mall Gazette.

For Germany there is now only one question—that of unity. The unity of Germany—the dream of her wisest, the longing of her most devoted sons, the object of as earnest and disinterested prayers as ever were poured forth for any purpose of this world—is now at hand. It is more than at hand—it is at the door. Difficulties, intrigues, jealousies, have vanished like dreams of the night before the resolution of a people stirred up, happily for itself, by foreign aggression. The great step forward has been taken; and that step cannot be retraced. French victory might retard the mechanical operation of the change, by imposing terms of peace incompatible with political union, but it could not destroy the national union once effected, and the national union, after some further period of probation, must bring about the political. To those who cherish aspirations like these, controversies about the relative morality of Napoleon and Bismarck, or the meaning of the treaty of Prague, or declamations about Prussian ambition, are really altogether out of place. They are beside the mark—by currents, swallowed up in the mighty flood which is now setting in one direction with concentrated and irresistible energy. We may call this the language of enthusiasts, if we please. But enthusiasts such as these have have shaped the course of European events more than once; in 1789, and again in 1814; and it has been one great misfortune of statesmen—especially, perhaps, of English statesmen—that they could rarely comprehend the force of popular enthusiasm, or the control of public affairs by any stronger springs than those of dynastic intrigues or calculations of expediency.

If we British are rendered a little dull in divining the tendencies of things, partly from phlegmatic habits and partly from unreadiness to enter fully into the mind of foreign nations, the judgment of French observers is far more distorted by their own antipathies and prejudices. The spirit of German unity is a thing they cannot understand, because they are determined not to understand it. And the consequence is that their best political writing on the great European question of the day seems antiquated as soon as it is published. They are months, or years, behind the clock. M. Victor Cherbuliez, a "publicist" of repute, has published a series of able articles on "La Prusse et l'Allemagne" in the *Revue des Deux Mondes;* and this is a point of knowledge at which M. Cherbuliez has arrived (with all a Frenchman's certitude) no longer ago than last April:—

"Europe may be reassured by the fact that the interests of Germany are in accordance with her own. If the Southern States, in a blind fit of *exaltement*, had consented to surrender themselves to Prussia without conditions, it was all over with Germany. And, supposing that a majority in Wurtemberg and Bavaria had gone so far as to solicit the accession of these States to the Confederation of the North, the opposing minority would still be so numerous and formidable that Prussia, in order to hold the South, would have to hold it for half a century under the dominion of the sabre—a sad result for Germany, for Europe, and for Prussia herself. * * * Would Europe really gain so much if a stroke of the pen were to suppress, together with Baden, Wurtemberg, and Bavaria, Belgium, Holland, Denmark, and Switzerland?"

If M. Cherbuliez were to maintain that the decline af provincial cities and their practical absorption by Paris is an evil, probably some might agree with him. But if, disliking the tendency, he were to deny its existence, he would be looked on as a very paradoxical trifler. And yet the absorption of small States by large ones is as undoubted a tendency of the age as that of small cities and small industries, most of all when these small States are really only such in statistical description, but in truth only fractions of one great community with common language and laws. Local jealousies in Germany were rapidly tending to extinction before the present crisis; the war now commenced will crush out such vitality as they have left, and perhaps more effectually through defeat, should such be the upshot, than through victory. There is no centrifugal cause of any importance at work in Germany except difference of religion, which the Ultramontanes are, of course, endeavoring to make the most of. But even this is of less magnitude than at first sight might appear. Germany, it is commonly said, is divided between Catholics and Protestants in nearly equal numbers. But this calculation includes among Germans all the Slavonic subjects of Austria whose countries formed part of the old German Empire. Of Germans by race a considerable majority are Protestants; and the Catholics are scattered, preponderating in widely distant localities at the extremities of the country—on the Rhine and under the shadow of the Bavarian and Austrian Alps. But, what is more important, religious feeling in Germany is too strongly impregnated with Liberalism to set itself in effective opposition to the general desire for political unity.

There are several lessons which European history very distinctly teaches on this great subject. One is, that a number of small States inhabited by people of the same race and language have never failed of accomplishing consolidation if seriously determined on it. Another, that the opposition of foreign powers has always tended in the long run to promote, and not to prevent, this consummation. And another, that, notwithstanding all the regrets of an over-refined school of politicians over the suppression of small realms and little dynasties attached to them, union has always promoted the strength and prosperity, not only of the whole, but of the component parts. It was the great object of our Plantaganet sovereigns, for a century, to prevent the consolidation of the feudal quasi-sovereignties which were then established on French soil. And the popular instinct of the English people was as adverse to that consolidation as that of the French has been in our time to the unity of Italy and of Germany. But English opposition only roused the French spirit. Crecy and Agincourt gave birth to French patriotism. France was not France until England taught her to become so. And the result was the establishment of the most powerful of European monarchies in the place of a dozen quarrelsome principalities. The union of the crowns of Castile and Aragon followed in the next age. In the middle of the fifteenth century Spain was a geographical expression for the aggregate of four or five independent kingdoms. By the middle of the sixteenth, as Mr. Buckle points out with great force, united Spain was bidding high for absolute mastery over the west of Europe. Our own times have seen the latest, and in some respects the most remarkable, of these examples of the erection of large powers out of the extinction of small ones. No axiom was more universally received among European statesmen than that the unity of Italy was impossible. It was impossible because foreign powers would not allow it; because Italian local jealousies would forever prevent it; becausethe geographical obstacles to such unity were insuperable. The first Napoleon, whose penetrating mind perceived the futility of the first two reasons, yielded to the force of the third. In a very remarkable chapter of his Remains he explains why Italy, from her configuration and position, cannot become one. But it was not given even to his sagacity to foresee the operation of steam and the telegraph. As soon as the time arrived, the apparently hopeless problem was solved at once. One man of genius set himself to accomplish it by force of statesmanship. Two or three dreamers of dreams, anathematized by the ruling classes of society, prepared the way for him by sowing the seed of Italian patriotism far and wide on soil hitherto occupied by the rank growth of provincial passions and intrigues. And the work was achieved, and an Italy created, almost before old-fashioned diplomacy had had time to turn round in its bed and prepare to greet the new phenomenon in official costume. One more chapter in history remains to be completed. German nationality has to be added to English, French, Spanish, Italian. The map of Western Europe will then be filled up. Whether that great union, first announced by German cannon at Weissenburg, is to be proclaimed by the same stern heralds at Paris, or whether its formal accomplishment is again to be delayed by defeat, the event, immediate or not, is on all human calculation certain. And it is equally certain that, whenever it takes place, it will be almost as great a blessing to Europe in general, and to jealous France herself, as to the future Germany.

THE MOTLEY VACANCY.

From the N. Y. World.

The *Evening Post*, true to its instincts, social and literary, continues to mourn over Mr. Motley's recall, and says:

"As a good many contradictory stories have been told in the press about the manner of Mr. Motley's removal, it may be useful to state the facts, which we get from the best sources, that Mr. Motley was asked to resign in a letter from the State Department, which informed him that his resignation would be accepted. This letter he received only the day before the telegraph reported that Mr. Frelinghuysen's name had been sent to the Senate. Mr. Motley telegraphed that his resignation under such circumstances would be equivalent to a dismissal, and declined to dismiss himself. Mr. Motley had always, he maintains, obeyed instructions without any qualification whatever."

This is probably true, and a more awkward, ungentlemanlike way of doing the right thing could not have well been devised. The whole thing is simple, perverse *gaucherie*. Two months ago the President, in a fit of ill-temper and solely because he had a quarrel with somebody else, dismisses Motley and nominates Mr. Frelinghuysen. That gentleman faintly declines by telegram first, and then positively by word of month. The President, for his own personal comfort and that he may have a good time of it, asks that this may be kept a secret, and Mr. Frelinghuysen very weakly acquiesces in the masquerade. "All the world wondered," as at Balaklava, and, as at Balaklava, "some one had blundered." The clientele of Essex county and of a larger circuit did not know what to expect. At last, unable to reconcile his attitude to a gentlemanly instinct and goaded by the *World*, he rushed to a newspaper office and published "a card." Since that all has been at sea—our English diplomacy has been in commission, Moran, Badeau, at London, and, it may be, Dudley, at Liverpool, administering it, and the incongruous names of Trumbull, Greeley, and Sherman floating around. Many are called, but no one is taken. Now, it occurs to us that if at this juncture Mr., or as gossip (we hope truly, for he deserves all honor) says, Sir Edward Thornton were to present himself at the Department and say:—"Mr. Secretary, her Majesty's government, out of respect to yours, has always maintained a full mission at Washington, occasionally on emergency varying it by a baron and an earl. We have, therefore, a right to look for similar courtesy from you, and I beg to notify you that we cannot any longer put up with a charge or a consul." If this, or anything like this, put into diplomatic phrase, were to be said to Mr. Fish, his placid soul would be sorely tried, and his kindly face would wear a look of greater perplexity than ever. And yet this may happen at any moment. Failing all other means, we respectfully suggest to the President to advertise, and, if we may presume, we venture to suggest a form like the following:—

"Wanted—A respectable man willing to be Minister to England. He must be over 21 years of age, and smoke. He must be either temperate or a reformed inebriate—the latter preferred—and must never dine out, and if he gives dinners use only American wines. He must not part his hair in the middle, or ever have written a book. A Protestant is preferred, one opposed to the Œcumenical Council and in favor of the Evangelical Alliance. He must have contributed to the savior of the republic either a house, a farm, a cottage, a span of fast horses, or a pair of studs (for the shirt). No Irish nor French need apply. A Prussian, without South German connections, preferred. References exchanged. Apply to anybody but Colonel James Fisk, Jr., Long Branch, Monmouth county, N. J."

SHIPPING.

FOR TEXAS PORTS.—THE STEAM ship ACHILLES will sail for New Orleans direct on TUESDAY, September 6, at 8 A. M.
Through bills of lading given, in connection with Morgan's Lines from New Orleans to Mobile, Galveston, Indianola, Lavacca, and Brazos, at as low rates as by any other route.
Through bills of lading also given to all points on the Mississippi river between New Orleans and St. Louis, in connection with the St. Louis and New Orleans Packet Company.
For further information apply to
WM. L. JAMES,
General Agent,
8 31 5t No. 130 S. THIRD Street.

LORILLARD STEAMSHIP COMPANY
FOR NEW YORK,
SAILING EVERY TUESDAY, THURSDAY, AND SATURDAY,
are now receiving freight at
FIVE CENTS PER 100 POUNDS, TWO CENTS PER FOOT, OR HALF CENT PER GALLON, SHIP'S OPTION.
INSURANCE ONE-EIGHTH OF ONE PER CENT
Extra rates on small packages iron, metals, etc.
No receipt or bill of lading signed for less than fifty cents.
NOTICE.—On and after September 15 rates by this Company will be 10 cents per 100 pounds or 4 cents per foot, ship's option; and regular shippers by this line will only be charged the above rate all winter. Winter rates commencing December 15. For further particulars apply to JOHN F. OHL,
8 8 PIER 19 NORTH WHARVES.

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.
ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND CHARLESTON STEAMSHIP LINE.
This line is now composed of the following first-class Steamships, sailing from PIER 17, below Spruce street, on FRIDAY of each week, at 8 A. M.:—
ASHLAND, 800 tons, Captain Crowell.
J. W. EVERMAN, 692 tons, Captain Hinckley.
SALVOR, 600 tons, Captain Ashcroft.
SEPTEMBER, 1870.
J. W. Everman, Friday, Sept. 2.
Salvor, Friday, Sept. 9.
J. W. Everman, Friday, Sept. 16.
Salvor, Friday, Sept. 23.
J. W. Everman, Friday, Sept. 30.
Through bills of lading given to Columbia, S. C., the interior of Georgia, and all points South and Southwest.
Freights forwarded with promptness and despatch.
Rates as low as by any other route.
Insurance one-half per cent., effected at the office in first-class companies.
No freight received nor bills of lading signed on day of sailing.
SOUDER & ADAMS, Agents,
No. 3 DOCK Street,
Or WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES.
WILLIAM A. COURTENAY, Agent in Charleston. 6 24

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.
The ACHILLES will sail for New Orleans direct, on Tuesday September 6, at 8 A. M.
The YAZOO will sail from New Orleans, via Havana, on September ——.
THROUGH BILLS OF LADING at as low rates as by any other route given to Mobile, Galveston, Indianola, Lavacca, and Brazos, and to all points on the Mississippi river between New Orleans and St. Louis. Red River freights reshipped at New Orleans without charge of commissions.
WEEKLY LINE TO SAVANNAH, GA.
The WYOMING will sail for Savannah on Saturday, September 3, at 8 A. M.
The TONAWANDA will sail from Savannah on Saturday, September 3.
THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.
SEMI-MONTHLY LINE TO WILMINGTON, N. C.
The PIONEER will sail for Wilmington on Wednesday, August 31, at 6 A. M. Returning, will leave Wilmington Wednesday, September 7.
Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.
Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington, at as low rates as by any other route.
Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.
WILLIAM L. JAMES, General Agent,
6 13 No. 130 South THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.
THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.
INCREASED FACILITIES AND REDUCED RATES FOR 1870.
Steamers leave every WEDNESDAY and SATURDAY at 12 o'clock noon, from FIRST WHARF above MARKET Street.
RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.
No Bills of Lading signed after 12 o'clock on sailing days.
THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.
No charge for commission, drayage, or any expense of transfer.
Steamships insure at lowest rates.
Freight received daily.
State Room accommodations for passengers.
WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 13

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington, D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.
Steamers leave regularly every Saturday at noon from the first wharf above Market street.
Freight received daily.
WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

FOR NEW YORK via Delaware and Raritan Canal.
EXPRESS STEAMBOAT COMPANY.
The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.
THROUGH IN TWENTY-FOUR HOURS.
Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.
Freights received at low rates.
WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4

FOR NEW YORK, VIA DELAWARE and Raritan Canal.
SWIFTSURE TRANSPORTATION COMPANY.
DESPATCH AND SWIFTSURE LINES,
Leaving daily at 12 M. and 5 P. M.
The steam propellers of this company will commence loading on the 8th of March.
Through in twenty-four hours.
Goods forwarded to any point free of commissions.
Freights taken on accommodating terms.
Apply to
WILLIAM M. BAIRD & CO., Agents,
4 5 No. 132 South DELAWARE Avenue.

WHISKY, WINE, ETC.
CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts.
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
PURE RYE WHISKIES.
IN BOND AND TAX PAID. 2 22p4
WILLIAM ANDERSON & CO., DEALERS IN Fine Whiskies,
No. 146 North SECOND Street,
Philadelphia.

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—Inman Line of Royal Mail Steamers are appointed to sail as follows:—
City of Limerick, Tuesday, August 30, at 2 P. M.
City of Paris, Saturday, September 3, at 12 M.
City of Cork (via Halifax), Tuesday, Sept. 6, at 1 P. M.
City of Antwerp, Thursday, Sept. 8, at 1 P. M.
City of London, Saturday, September 10, at 2 P. M.
and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.
RATES OF PASSAGE.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	$30
To London	80	To London	35
To Par's	90	To Paris	38
To Halifax	20	To Halifax	15

Passengers also forwarded to Havre, Hamburg, Bremen, etc., at reduced rates.
Tickets can be bought here at moderate rates by persons wishing to send for their friends.
For further information apply at the company's office.
JOHN G. DALE, Agent, No. 15 Broadway, N. Y.; Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves, Philadelphia. 4 11

CORDAGE, ETC.
WEAVER & CO.,
ROPE MANUFACTURERS
AND
SHIP CHANDLERS,
No. 22 North WATER Street and
No. 28 North WHARVES, Philadelphia.
ROPE AT LOWEST BOSTON AND NEW YORK PRICES. 4 1

CORDAGE.
Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
Factory, TENTH St. and GERMANTOWN Avenue.
Store, No. 22 N. WATER St. and 22 N DELAWARE Avenue.

ALEXANDER G. CATTELL & CO., PRODUCE COMMISSION MERCHANTS,
No. 26 NORTH WHARVES
AND
No. 27 NORTH WATER STREET,
PHILADELPHIA.
ALEXANDER G. CATTELL. ELIJAH CATTELL.

NEWS SUMMARY.

City Affairs.

—Charles Foehl was arraigned before Alderman Kerr, at the Central Station yesterday afternoon for a final hearing on the charge of arson. The evidence, to the effect that three distinct fires had been kindled, on the night of the 22d of August last, in the gun manufactory of the defendant, on Third street, below Race, was rehearsed by the Fire Marshal at the request of counsel. He also stated that the defendant admitted that he was the last person to leave his workshop, which is situated in the fourth story of the building, on the night of the fire, just about an hour before it was discovered. The prisoner was held to answer.

—Last evening a gentleman well covered with dust stopped at the police telegraphic office for the purpose of giving information of a lost horse and wagon. He stated that while driving down Ridge avenue, near Mount Peace Cemetery, about dusk, he passed a wagon driven by two ladies, and then another vehicle containing four men, drawn by two black horses. He had not gone far in advance before he heard a scream, and, on turning, observed that the men in the wagon had driven their horses ahead and across the horse being driven by the ladies. The roadway was thus blocked. The informant then turned his horse and, driving up to the parties, heard one of the ladies say: "If you are gentlemen, you will let us pass." He endeavored to assist them, whereupon one of the men cut at him with a whip, and finally cut his horse. The animal dashed furiously up Ridge avenue, and the gentleman, being unable to restrain the infuriated equine, was finally thrown to the ground. He was not much injured. What became of the other parties was not definitely ascertained, and up to a late hour last night he had no tidings of his horse and wagon.

—The house of James Bedloe, No. 227 New street, was robbed last evening of $830, together with a gold Masonic mark, and a gold and silver watch, with other articles of jewelry, which were enclosed in a small box. Mr. Bedloe was at the front door talking to some friends when his attention was attracted by a noise near the grape arbor. Thinking that some one had entered the premises, he went up stairs and, to his sorrow discovered the robbery.

—William J. Henderson, colored, was arraigned at the Central Station yesterday afternoon on the charge of having driven over and injured a small child, named Ellen Finn, at the corner of Twelfth and Bainbridge streets. The testimony was to the effect that the defendant was driving up Twelfth street at an immoderate rate of speed on Wednesday afternoon, when the child was knocked down by his horse and slightly injured, although no attempt was made to check the animal when he saw the child. He was held in $600 bail to answer at court.

—A young man named James Maloney had a hearing before Alderman Kerr yesterday afternoon, charged with having committed an aggravated assault and battery on Mr. Thomas Osborne and wife, an aged couple residing on Third street, below Chesnut. He was held in $500 bail to answer.

—At half-past 5 o'clock last evening a flue in the boiler of the steamer Regulator, lying at Callowhill street, bursted, scalding slightly the engineer and two men; and also Officer Grunman, who went on board to assist the officers.

—About 2 o'clock yesterday afternoon the schooner Arthur Roe collided with the bathhouse moored at Otis street wharf, demolishing one of the dormer windows. Captain W. S. Bay, of the schooner, was arrested by Lieutenant Pritchard.

—Messrs. William B. Mann, William E. Littleton, and James N. Kerns were last night elected to represent the Twelfth ward in the convention to revise the rules for the government of the Republican party.

THE WAR.

LAST NIGHT'S DESPATCHES.

TERRIFIC FIGHTING — FRENCH VALOR—MACMAHON STUBBORNLY RESISTS, BUT IS FORCED BACK—ANOTHER BATTLE NEAR SEDAN—SERIOUS ILLNESS OF THE EMPEROR.

PARIS, Sept. 1.

Le Publique says the government has received no official dispatches to-day, in consequence of the cessation of telegraphic communication between Sedan and Mezieres; but it is certain that battles were fought on Tuesday and Wednesday. The first was a surprise, which resulted in a partial panic in the corps d'armee of General Failly, who was awaiting the arrival of General Wimpffer, his successor, and was still commanding.

There were also separate and detached conflicts, in which our troops displayed great heroism, but there was a want of unity during the engagement, and the Prussians claim a victory; but in the battle of yesterday there is no question but that McMahon had great success against the troops of both Princes. Bazaine was not engaged yesterday, but it is known that he to-day continues the work so energetically begun by McMahon. The corps Vinoy, which a few days ago passed through Paris, reached the battle-field yesterday, and is doubtless fighting now.

The Prussians as they advance require the people to give up their arms, keep the doors of their houses unfastened, windows uncurtained and shutters open. The Germans speak well of the roads over which they march, for the perfect condition in which they are found.

The *Patrie* says, semi-officially: "The misrepresentations of foreign journals under Prussian influence render it necessary to make a clear statement of the facts as to recent military events. Marshal MacMahon, in carrying out his movements, has had several engagements with the enemy, in all of which he has been successful. He effected a crossing of the Meuse safely, and at Longwy we gained a victory. The Prussians, defeated after a desperate struggle, took refuge in the territory of Luxemburg, and there they are to be disarmed and obliged to remain. This information, which has just been received, comes from no less a source than that of the French representative at Luxemburg." The *Patrie* adds: "It is plain, from the situation of Longwy, Thionville and Metz, that the plans of MacMahon have so far been successfully executed."

La Liberte reports that McMahon has today totally defeated the left wing and centre of the Prussians; that their losses were enormous, and that only the right wing was able to retreat in comparatively good order.

The *Journal Officiel* says that Generals Frossard and Bourbaki were wounded in recent engagements.

Palikao confirms the report that a detachment of Prussian cavalry is surrounded in the forest of the Marne, and escape is impossible. Prince Frederick Charles recently barely escaped capture by the division of Venoy near Rheims. He passed over the road by which that division was marching half a mile in advance, in a carriage.

Michelet, the author, has addressed a letter to the government deprecating capital punishment in cases of alleged spies, whose trial is so hasty and the charges frequently turn out unfounded, after the victim has suffered death.

The National Guard drills several hours daily. Its numbers have now so largely increased that it has become formidable.

A writer in the *Figaro* says that Bazaine, in one of the battles around Metz, entrapped some 25,000 Prussians into the quarries of Jaumont, by the aid of spies disguised as peasants. His cavalry then fell on their rear, and, surprised and unable to wheel, the Prussians were cut down and suffered terribly. Bazaine, however, is greatly mortified that this should have been reported in Paris as a victory.

The Alsatians in Paris held a meeting today, which was well attended.

The following protest was drawn up and signed by thousands:

The Alsatians, at present in Paris, protest against the cruelties of which Strasburg is the glorious victim; to pour red hot shot and petroleum bombs into a city of 100,000 inhabitants; to burn private property; destroy cathedrals, libraries and museums; refuse to allow women and children to leave, and to force men to work in open ditches against their own countrymen, are hateful violations of the laws of war, which must be denounced to the indignation of the civilized world, and we ask the Corps Legislatif to decree that Strasburg has deserved well of the country, and to pronounce with power, on the urgency of sending assistance into Alsace to prevent the ruin and surrender of the strong place which constitutes the principal rampart of France.

PARIS, Sept. 1.—[Special to New York Times.]—The filibuster sensation story published in the *Figaro* yesterday has been traced to American agents of Prussia in Paris. Some curious revelations in this connection are expected. Some old hands concerned in confederate American plots are mixed up with the affair, as well as certain journalists.

The commander at Strasburg has published the determination of the people to burn the city rather than to surrender. The Prussians have refused the appeal lately made by the citizens to spare the dwelling part of the city on the ground that it would thus defer the surrender. The same object dictated their refusal to permit the departure of the women and children. General Motterouge, who distinguished himself in the Crimea and in Italy, has been appointed to the command of the Parisian National Guard, in place of General Traumarre. There are complaints of the delay in the expulsion of the Germans. Advices from the Levant represent that the French are vilified and assailed by the Germans.

The combined movements of Bazaine and McMahon have been most successful, and their strategic plans have been well devised, promptly executed, and directed to all the weak points of the enemy. The victory of the French at Courcelles was important, as maintaining prestige against numbers. Confidence is entirely restored and a siege ridiculed. A dispatch received to-day from a correspondent of the New York Times, on the Prussian side, represent discouragement as on the increase; the cry "To Paris" is daily becoming fainter, and death from exposure and disease is making fearful havoc in the Prussian ranks.

PARIS, Sept. 1, evening.—[Special to New York Herald.]—The evening papers state that on August 26, ult.; Marshal Bazaine gained a substantial victory over Prince Frederick Charles' cavalry, but on the 30th the Prussians obtained an advantage over De Failly's corps, and that yesterday McMahon gained an important victory.

LONDON, Sept. 1.—[Special to the New York World.]—Another tremendous battle occured today before Sedan.

McMahon, with an inferior force, is disputing every inch of ground with desperate valor.

Palikao, said to-day, that McMahon has not suffered nearly as much as the Germans, and the fighting continued for several days in the same region.

The Parisians believe that McMahon will be able to hold the Germans at bay, until the army of Lyons, 150,000 strong, can be brought into action.

LONDON, Sept. 1.—[Special to the New York Tribune.]—The Medical Journal says it is assured that the statements as to the debilitated and doubtful state of the Emperor's health are well founded.

Dr. Prescott Hewitt, of St. George's Hospital, visited the Emperor professionally, and says that in consequence of painful and wearing vesical and prostatic affections, added to recent fatigues, bodily and mental, that startling announcements may be made at any moment.

Whether the battles of Beaumont and Carignan were fought on the same day or on successive days seems doubtful. McMahon has been caught with his army astride the Meuse, and attacked by superior forces on both sides and beaten. He was already attempting to retreat, finding the enemy on his flank and his communications threatened by the Germans. He waited no time, but attacked wherever he could reach the enemy. The country above Etain and Verdun is filled with troops. The Crown Prince of Saxony held the right bank of the Meuse, while three Saxon and Bavarian corps advanced on Buzancy.

The battle of Carignan, the official details of which are wanting, was, apparently, most important. It was fought under the eye of the Emperor, McMahon commanding in person. The defeat was followed by a rout, and apparently a hot Prussian pursuit. McMahon could only fall back on Sedan, fugitives from the other battle accompanying him. Strong detachments are expected from the Crown Prince near Rheims, to complete the environment of McMahon's remaining forces.

THE FOURTH DISTRICT.

Kelley, Thomas, and the Chinese—Protection vs. Free Trade.

Colonel William B. Thomas, the opponent of Judge Kelley for Congress in the Fourth district, has written the following letter upon the subjects of Free Trade and the Chinese Coolie System:—

PHILADELPHIA, Sept. 1, 1870.

J. C. Libe, Esq., Secretary of Science Council of the Order of United American Mechanics:—

DEAR SIR:—I have within a very few hours received your circular addressed to "Nominees for Congress," and as I understand your meeting takes place this evening, at which replies are to be submitted, I must content myself with furnishing you with an exract from my speech delivered in West Philadelphia, July 18, 1870. This extract will possess the merit, at least, of not having been fixed up to meet the present developed state of public opinion on the question of Chinese labor.—

EXTRACT.

"However devoted Judge Kelley and his chosen organs may be to the doctrine of a protective tariff, they are in favor of free trade in at least one article to which I am most decidedly opposed. I allude to the traffic in coolie Chinese laborers. Kelley himself is enthusiastically in favor of the introduction of this species of labor. In order to obtain the publication of his views on this subject, the Judge managed to get himself interviewed by a reporter of his organ, the *Press*, who reports his sayings at great length in that paper of August 27, 1870."

After endeavoring to prove that the Chinese who come to this country are not all day laborers, he proceeded to urge the policy of introducing coolie labor, as follows:—"Even upon the theory that they are coolies, mere day laborers, and will compete with our laboring people, the question would arise, will you not have them competing with you here where you may Americanize them, where you may imbue them with your notions, where you may show them the folly of working for less than their labor is worth, or shall they have your steam engines, power-looms, spinning jenules, and all your other labor-saving apparatus with which to work in China at the rate of two to ten cents per day?"

No, I respond, most emphatically. I ask Judge Kelley what our mechanics, manufacturers, and laboring men are to subsist upon, "whilst they are Americanizing these barbarians, and imbuing them with their notions, and showing them the folly of working for less than their labor is worth?" During all this time they are elbowed out of their situations to make room for these semi-slaves who are expected to labor at six dollars per month, and our mechanics are to live on the air whilst engaged in the work of teaching these new comers that they are laboring for too little wages. If they want our steam engines, power looms and spinning jennies in China, let them order them of *our* mechanics, who will be glad to furnish them, and we will protect ourselves against their ten-cent labor by a properly adjusted tariff, the efficiency of which the Judge seems to have entirely overlooked in his anxiety to make his argument in favor of the importation of coolies as strong as possible.

He also speaks through his principal organ, the *Press*, on July 10, 1869, as follows:—

"Able-bodied Chinamen work in China for about two dollars a month, and are glad to get that. It is but fair to suppose that home labor is cheaper. Under the contracts by which they are brought from China they are to work out their passage money at four dollars a month. Allowing the contractor fifty per cent. more than the employers he can afford to supply us with the best of first-class labor at six dollars a month. This labor, it must be remembered, is trained, docile, respectful, and in abundant supply. * * * * To this matter we earnestly call the attention of intelligence offices and labor agencies of this city. They have it in their power to revolutionize their own business and the social life of the place, and the first man who breaks the ground will reap the harvest."

And again, July 23:—

"By the terms of the Chicago platform—the political creed on which Grant was elected, and which he stands bound under his own hand to execute—our doors are open to the oppressed of all people. Surely the Mongol is one of them.

"Koopmanschoop has left for California, but will be back again in October to break ground in New York for the introduction of this most valuable and richly productive labor. We trust that he will not be allowed to depart without giving us an experimental quota, at least, of his first cargo. Let us not be behind New York in obtaining this new labor, which is simply condensed wealth. Our mines, our public works, our private grounds, our homes are suffering for just what China offers us from her teeming plains, burdened with the surplus population of centuries—cheap, trained, docile, and honest labor."

Was there ever a more insulting and fiendish policy suggested to the poor laboring men of this country? This labor is "trained" and "docile," like the spaniel dog, and costs only six dollars per month, says the Judge's organ, and our Philadelphia laborers and mechanics are to be brought into competition with it. If there is a laboring man within the city of Philadelphia who takes the *Press* and does not discontinue it at once on reading this insult to his manhood, he deserves to be driven from his place and have it supplied by one of Koopmanshoop's cargo, as recommended by this aristocratic sheet.

THE EVENING TELEGRAPH, the Judge's other organ, although not so exhaustive in its argument in favor of coolie labor, is equally explicit. In its issue of July 9, 1870, it says:—"We have not seen any reason why the gates of the Pacific should not be opened as freely as those of the Atlantic." And again, in the same article, it says:—

"Even if they come here in large numbers, and furnish cheap labor in large quantities, the workmen who fear their competition will be benefited by the reduction in the cost of the necessaries of life. If they will give us cheap boots, cheap coal, cheap bread, cheap fruit, cheap cotton, cheap silk, cheap railroads, and cheap domestic service, we can well afford to surrender, in whole or part, some forms of American industry to them, and transfer the labor and talent now engaged therein to other pursuits."

From present appearances the Pacific Railroad is about to be made one of the greatest curses that could befal the laboring man of the Atlantic States, by being converted into a high road upon which an immense horde of barbarians are to be rapidly introduced, demoralizing our politics and our labor. One of the strongest arguments ever advanced against American slavery, except its intrinsic injustice, was its tendency to depreciate free labor in the free States, and yet it never succeeded in bringing "first-class skilled labor" down to six dollars per month, as proposed by Judge Kelley's organs.

The future of the laboring men of Philadelphia is indeed a dark and gloomy one. The Judge's principal organ "earnestly calls upon intelligence offices and labor agencies of this city to supply our mines, public works, our private grounds, and our homes, with this cheap labor, the most skilful of which can be furnished by these Chinese agencies for less than six dollars per month."

This alarming appeal by one of the leading journals of Philadelphia should be heeded by our laboring population before it becomes forever too late. Allow Koopmanschoop to succeed in delivering his October cargo of slaves, or any part of it, in this city, and the future may be easily seen.

However indisposed such respectable employers as Matthew Baird, William Sellers, Bement & Dougherty, and others, may be to employ such labor, and however willing they may be to pay their men such wages as free men are entitled to receive, they will be driven in a very short time, by force of competition, to employ the cheap labor engaged by other employers in other cities, and we shall soon see these mills and shops filled with Chinese laborers; our parks being graded and our streets repaired by pig-tails; our mines worked by Orientals, and our kitchens and sewing-rooms supplied by labor of the same character, to the exclusion of our own industrious females.

The effect of all this must be to displace our native-born and adopted citizens from their present places of employment, and crowd them upon other departments of industry, and thus bring down the wages of labor, as proposed by the *Press*, to six dollars per month or less. It does appear that Judge Kelley and his two organs, in thus desiring to reduce the wages of labor, and at the same time to retain the highest rate of duty on such necessaries of life as coal, salt, etc., are disregardful of the interests of the poor in their extreme anxiety to increase the wealth and add to the comforts and luxuries of the rich.

Although Judge Kelley (my competitor), in his interview with the reporter of the *Press*, as above quoted, argues in favor of the importation of coolies, and their introduction into our workshops, etc., I am pleased to find, by his letter to your organization, that (as in the case of the income tax) a material public sentiment has caused him to change his mind, and he now thinks that the forced introduction of coolie laborers should be prohibited by law.

This change of opinion is altogether justifiable, as it cannot be assumed that even great statesmen are able to anticipate the changes of a fickle public sentiment.

He is at the same time anxious you should know he is in favor of the most liberal introduction of these barbarians by free or ordinary emigration.

My opposition to the introduction of large numbers of Chinese into this country (now made practicable by the construction of railroads to the Pacific) is not as to the mode of their introduction, but as to its effect upon our moral and political well-being, and upon the interests of the laboring men of the nation. I am therefore opposed to their importation, either through the agency of Koopmanschoop or by ordinary emigration, because if introduced in large numbers, even by ordinary emigration, which will be the case if not opposed, the effect upon our labor interest will be most disastrous.

My advice to you, therefore, is—Organize in opposition to this labor; obtain all the legislation the Constitution will permit against it; but resolve, above all other things, to create such a public sentiment against these barbarians as competitors for your labor as will render their introduction next to impossible. Resolve that no native or naturalized citizen will labor for any man in any capacity who will employ such.

I am prepared to defend this advice, in view of our liberal national policy in regard to emigration, in view of a high Christian civilization, humanity, and our duty to our fellow-men throughout the world.

Very respectfully yours,

WILLIAM B. THOMAS.

MARINE TELEGRAPH.

For additional Marine News see First Page.

ALMANAC FOR PHILADELPHIA—THIS DAY.

SUN RISES	5·27	MOON SETS	11·08
SUN SETS	6·31	HIGH WATER	7·16

PHILADELPHIA BOARD OF TRADE.

THOMAS G. HOOD, CHRIS. J. HOFFMAN, THOMAS C. HAND, } COMMITTEE OF THE MONTH.

MOVEMENTS OF OCEAN STEAMSHIPS.

FOR AMERICA.

Nevada	Liverpool	New York	Aug. 3
C. of Manch'r	Liverpool	New York	Aug. 6
Leopold I	Antwerp	New York	Aug. 10
Malta	Liverpool	New York	Aug. 16
Britannia	Glasgow	New York	Aug. 17
India	Glasgow	New York	Aug. 20
C. of Antwerp	Liverpool	New York	Aug. 21
Siberia	Liverpool	New York v B.	Aug. 23
Pennsylvania	Havre	New York	Aug. 23
Manhattan	Liverpool	New York	Aug. 24
Italy	Liverpool	New York	Aug. 24
C. of London	Liverpool	New York	Aug. 25

FOR EUROPE.

Pereire	New York	Havre	Sept. 3
City of Paris	New York	Liverpool	Sept. 3
Cambria	New York	Glasgow	Sept. 3
Holland	New York	Liverpool	Sept. 3
C. of Antwerp	New York	Liverpool	Sept. 6
Pennsylvania	New York	Liverpool	Sept. 7
Wisconsin	New York	Liverpool	Sept. 7
Anglia	New York	Glasgow	Sept. 10
C. of London	New York	Liverpool	Sept. 10

COASTWISE, DOMESTIC, ETC.

J.W. Everman	Philadelphia	Charleston	Sept. 2
Cortes	New York	New Orleans	Sept. 3
Wyoming	Philadelphia	Savannah	Sept. 3
Ocean Queen	New York	Aspinwall	Sept. 5
Achilles	Philadelphia	New Orleans	Sept. 6
Salvor	Philadelphia	Charleston	Sept. 9

Mails are forwarded by every steamer in the regular lines. The steamers for or from Liverpool call at Queenstown, except the Canadian line, which call at Londonderry. The steamers for or from the Continent call at Southampton.

CLEARED YESTERDAY.

Br. ship Speculator, McMullen, Hamburg, Souder & Adams.
Steamer H. L. Gaw, Iler, Baltimore, A. Groves, Jr.
Bark Orchilla, Havener, Gibraltar, for orders, Workman & Co.
Brig Ellen P. Stewart, Holland, Sagua, G. C. Carson & Co.
Br. brig Fearless, Davidson, Wilmington, N. C., L. Westergaard & Co.
Schr Summerville, Sanford, Yarmouth, N. S., B. Crawley & Co.
Schr Geo. Staples, Lord, Boston, Lennox & Burgess.

ARRIVED YESTERDAY.

Brig St. Peter, Leblanc, 15 days from Ponce, P. R., with sugar to Isaac Hough & Morris—vessel to Souder & Adams.
Brig Charles E. Smith, Hanson, from Boston, with ice to Knickerbocker Ice Co.
Schr E. H Eaton, Shackford, from Kennebec River, with ice to Bevins & Co.
Schr Clayton & Lowber, Jackson, 1 day from Smyrna, Del., with grain to Jas. L. Bewley & Co.
Schr Maggie P. Smith, Grace, from Boston.
Schr Village Queen, Conklin, do.
Schr George S. Adams, Baker, do.
Schr Sullott, Dexter, do.
Schr G. H. Murney, Murney, from Bridgeport.
Schr Adeline Townsend, Risley, fm Salem, Mass.
Schr E. J. Pickup, Bowen, from Georgetown.

BELOW.

Br. bark Elizabeth, from Brunswick, Ga.

Correspondence of The Evening Telegraph.

EASTON & McMAHON'S BULLETIN.

NEW YORK OFFICE, Sept. 1.—Eight barges leave in tow to-night, for Baltimore, light.

Dreadnaught, with old rails, for Philadelphia.

BALTIMORE BRANCH OFFICE, Sept. 1.—The following barges leave in tow to-night, eastward:—

Board of Trade, Mary Dana, C. C. Alger, Cascadilla, Kate Stewart, Albemarle, F. H. Parks, and William Norman; with coal, for New York.

Betsy Baker, with coal, for Philadelphia.

PHILADELPHIA BRANCH OFFICE, Sept. 2.—The Moonlight Rover, with coal, for Baltimore, left last evening. L. S. C.

(By Telegraph.)

LEWES, Del., Sept. 1—10·30 A. M.—Ship Tuscarora left in tow of steamer America at 6·30 A. M.

Passed in this morning, ship Athenais.

In harbor, bark Daring, for orders; 5 schrs, and steamer Granite State. Wind E.

4. P. M.—2 barks, 2 brigs, and 3 schrs passing in this P. M. Vessels in the harbor unchanged.

Wind S. Thermometer, 83.

MEMORANDA.

Steamer Missouri, Edwards, fm Havana 27th ult., at New York yesterday.

Steamer United States, Blanchard, from New Orleans 24th ult., at New York yesterday.

Steamer Varuna, Spencer, from Galveston 25th, via Key West 27th ult., at New York yesterday.

Steamer Annie, Hanson, from New York via Chaleston, at Nassau 11th ult., and cleared 18th for Savannah via Inaugua.

Steamer Salvor, Ashcroft, hence, at Charleston yesterday.

Steamer Hunter, Harding, hence, at Providence 26th ult.

Steamer United, Hartwell, hence, at Boston 30th ultimo.

Br. brig Ruby, Trafton, for Philadelphia, cleared at St. John, N. B., 30th ult.

Schr E. F. Maury, hence for South New Market, N. H., at Holmes' Hole 31st ult.

Schr Young Teaser, Slocum, hence, at Bristol 30th ultimo.

Schr Wind, Brown, sailed from Pawtucket 30th ult., for Trenton.

Schr Ida May, Drisko, hence, at Portland 30th ult.

Schrs C. L. Herrick, Baldwin, and Argus Eye, Thompson, hence, at Salem 29th ult.

Schr George Twibill, Loughery, at New Haven 30th ult. with coal.

Schrs E. B. Shaw, Shaw; T. Weaver, Weaver; H. G. Bowen, Alexander; S. A. Hoffman, Hoffman; E. B. Everman, Lloyd; and Z. L. Adams, Robbins, hence, at Boston 31st ult.

Schr J. W. Fish, Harris, hence, at Portsmouth, N. H., 29th ult.

Schr Hattie Coombs, Jameson, at Edgarton 24th ult., from Wilmington, Del., for Boston, and sailed again 26th.

Schr E. W Pratt, Kendrick, hence for Boston, at Edgartown 26th ult., and sailed again 28th.

Schrs Henrietta; Reading RR. No. 77; Reading RR. No. 47; and Reading RR. No. 50, hence, at Norwich 30th ult.

Schr Maria Roxana, Palmer, hence for Boston, at Edgartown 27th ult., and sailed again next day.

Schr J. T. Alburger, Hansen, from Georgetown, S. C., at New York 31st ult.

Schr M. A. Grier, Fleming, hence for Manchester, at New York 31st ult.

Schr Boston, Nickerson, hence for Boston, passed Hell Gate 31st ult.

Schrs Nathaniel Holmes, Northrup; S. S. Weldin, Crowell; American Eagle, Shaw; E. H. Atwood, Brown; J. B. Clayton, Clayton; Nightingale, Beebe; Thomas Booz, Somers; Polly Price, Townsend; and Kate V. Edwards, Allen, hence, at Providence 30th ultimo.

Schrs Lizzie L. Mills, Armstrong; Martha Nickels, Small; and Annie McGee, Stevens, for Philadelphia, sailed from Providence 30th ult.

MISCELLANY.

Bark Libertad, from Montreal for Montevideo, before reported ashore on Magdalen Islands, was stripped, scuttled, and set on fire by the captain and crew; rigging sold. The captain and crew have arrived at Portland, Me.

Brig Poinsett, from Havana for Boston, ashore at Nantucket, lies head on, three miles east of the town. She is leaking a little.

Br. brig Alice M., Wilmers, from London for Boston, was spoken off Cape Ann 30th ult. with rudder disabled and mainboom carried away. She had taken assistance from a fishing vessel, and was making for Gloucester.

Most of the assorted cargo of bark Eagle, from New York for Galveston (before reported as having been set on fire by lightning, scuttled, and sunk), was burned. The greater part of the cargo, consisting of iron and bagging, together with the sails of the vessel, were saved and taken to Nassau. The salvage awarded on the cargo is 85 per cent. on the dry and appraised part, which will be reshipped to New York, and 20 per cent. on that which was damaged and has been sold.

The number of vessels belonging to or bound to or from ports in the United States reported totally lost and missing during the past month is 32, of which 10 were wrecked, 16 burned, 1 abandoned, 4 sunk by collision, and 1 foundered. They are classed as follows:—1 steamer, 3 ships, 4 barks, 2 brigs, and 22 schooners, and their total estimated value, exclusive of cargoes, is $443,000. (The loss of the brig Forest State, from Philadelphia for Bangor, is set down at $30,000; the schr S. Nelson Hall, from New York for Philadelphia, $14,000; and schr Hamlet, from Guantanamo for Lewes, Del., $25,000.)

NOTICE TO MARINERS.

THE LAST OF BLOSSOM ROCK.—The final survey of Blossom Rock was made 20th ult., by Colonel Williamson, when it was found that the full depth of water as required by contract, now rolls over the site on which this dangerous impediment to navigation once stood. The work will be accepted on Monday next. Von Schmidt's novel and ingenious piece of engineering skill has been fully and finally completed, with credit to himself and advantage to the mercantile interests of the city.—*San Francisco paper of Aug. 21.*

DRY GOODS.

MILLIKEN'S LINEN STORE,

No. 828 ARCH STREET

AND

No. 1128 CHESNUT Street

PLAIN LINENS FOR SUITS.
FLAX COLORED LINENS, 25 cents.
FINE GREY LINENS.
CHOCOLATE LINENS.
PRINTED LINEN CAMBRICS.
NEW PRINTED LINENS.
EMBROIDERED INITIAL HANDKERCHIEFS, at $1·00 each, including every letter of the alphabet.
SPECIAL BARGAINS IN LADIES' AND GENTS HANDKERCHIEFS. 8 21 mwf

FURNACES.

Established in 1835.

Invariably the greatest success over all competition whenever and wherever exhibited or used in the UNITED STATES.

CHARLES WILLIAMS'

Patent Golden Eagle Furnaces,

Acknowledged by the leading Architects and Builders be the most powerful and durable Furnaces offered, and the most prompt, systematic, and largest house in line of business.

HEAVY REDUCTION IN PRICES,

and only first-class work turned out.

Nos. 1132 and 1134 MARKET Street,

PHILADELPHIA.

N. B.—SEND FOR BOOK OF FACTS ON HEAT AND VENTILATION. 6 22 4m

SUMMER RESORTS.

CONGRESS HALL.

CAPE MAY, N. J.,

Opens June 1. Closes October 1

Mark and Simon Hassler's Orchestra, and full Military Band, of 120 pieces.

TERMS—$3·50 per day June and September. $4·00 per day July and August.

The new wing is now completed.

Applications for Rooms, address

4 15 52t J. F. CAKE, Proprietor

THE "CHALFONTE," ATLANTIC CITY, N. J., is now open. Railroad from the house to the beach. ELISHA ROBERTS,
6 11 3m Proprietor.

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.

JAMES & HUBER.

No. 11 North SECOND Street,

Sign of the Golden Lamb,

Are now receiving a large and splendid assortment of new styles of

FANCY CASSIMERES

And standard makes of DOESKINS, CLOTHS and COATINGS, [8 26 mws

AT WHOLESALE AND RETAIL.

GROCERIES, ETC.

WHITE PRESERVING BRANDY,

PURE CIDER AND WINE VINEGAR,

GREEN GINGER, MUSTARD SEED, SPICES, ETC.

All the requisites for preserving and pickling purposes.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

11 7t Corner ELEVENTH and VINE Streets.

MILLINERY, ETC.

MRS. R. DILLON,

NOS. 323 AND 331 SOUTH STREET.

Ladies' and Misses' Crape, Gimp, Hair Pamela and Straw Round and Pyramid Hats; Ribbons, Satins, Silks, Velvets and Velveteens, Crapes, Feathers, Flowers, Frames, Sash Ribbons, Ornaments, Mourning Millinery, Crape Veils, etc. 1 4

OUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Le coultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at P. MADEIRA'S,

No. 115 TENTH Street, below Chesnut.

COPARTNERSHIPS.

THE UNDERSIGNED HAVE THIS DAY formed a copartnership under the name and style of STERLING & CO. (successors of the late firm of Sterling & Wildman), for the purpose of carrying on a General Banking Business at the old stand, No. 119 S. THIRD Street.

R. B. STERLING,
W. H. WOOLVERTON.

Philadelphia, Sept. 1. 9 1 6t

BOARDING.

PLEASANT BOARDING.—PERSONS THAT have returned from the watering places and would like to spend a few weeks in the country will find a pleasant and healthy place at Mrs. DUPREE'S Boarding-house, at SCHENCK'S STATION, on Philadelphia and Trenton Railroad. She has a few good vacant rooms left. Terms reasonable. Cars run so that they can go down to the city early in the morning, and return late in the evening. Splendid gunning, fishing and boating. 8 31 3t

LEGAL NOTICES.

IN THE ORPHANS' COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

Estate of HULDAH A. STONE, deceased.

The Auditor appointed by the Court to audit, settle, and adjust the account of AUGUSTINE G. STONE, administrator of HULDAH A. STONE, deceased, and to report distribution of the balance in the hands of the accountant, will meet the parties interested for the purpose of his appointment, on WEDNESDAY, September 14, 1870, at 4 o'clock P. M., at his office, No. 121 South FIFTH Street, in the city of Philadelphia. 9 2 fmw5t

AMUSEMENTS.

GRAND SUMMER NIGHT'S FESTIVAL, To be given by the MÆNNERCHOR, SÆNGERBUND, JUNGER MÆNNERCHOR, AND HARMONIE, ON WEDNESDAY, SEPTEMBER 7TH, 1870, AT WISSAHICKON PARK. GRAND CONCERT. FIREWORKS BY PROF. JACKSON. MASQUERADE PROCESSION. Tickets, $1, admitting one gentleman and ladies. To be had at the following places:—
News Stand, Continental Hotel.
H. Nuss, No. 239 North Eighth street.
L. Meyers, Music Store, No. 1413 Chesnut street.
Lee & Walker's Music Store.
A. Walton, No. 912 Market street.
Girard House News Stand.
A. Proskauer, No. 232 South Third street.
Ladner's Military Hall, No. 532 North Third street.
T. Baltz's Ice Cream Saloon, 1326 Girard avenue.
Office of the *Demokrat*, No. 614 Chesnut street.
Office of the *Freie Presse*, No. 418 North Fourth st.
Office of the *Abend Post*, No. 465 North Third st.
Joseph Hess, No. 1007 N. Second street.
L. Herbert, Fourth and Race streets.
F. Fleischmann, No. 502 Arch street.
John Misch, Wissahickon Park. 8 27 10t5

NEW ELEVENTH STREET OPERA HOUSE, Eleventh Street, above Chesnut.

THE FAMILY RESORT.
Established in 1862.
CARNCROSS & DIXEY'S MINSTRELS,
The Great Star Troupe of the World.
OPEN FOR THE SEASON.
Presenting to the public the FINEST TROUPE OF ARTISTS IN EXISTENCE.
Box office open from 10 to 1 o'clock.
Seats can be secured after 1 o'clock at Carncross & Co.'s Music Store, No. 6 North Eighth street.
R. F. SIMPSON, Treasurer.
J. L. CARNCROSS, Manager. 8 22 tf

WALNUT STREET THEATRE.
FRIDAY NIGHT, September 2,
Thirteenth time of Boucicault's Great Racing Drama,
THE FLYING SCUD.
In Act 2 will be shown Mr. GEORGE HEILGE'S GRAND CHARACTERISTIC PANORAMA.
A Magnificent and Animated Picture, illustrating the GREAT CARNIVAL TIME OF LONDON,
THE DERBY DAY; OR, GOING TO THE RACES.
FLYING SCUD VICTORIOUS.
MATINEE ON SATURDAY AFTERNOON.

ARCH STREET OPERA HOUSE, ARCH Street, above Tenth.
THE PALACE OF MINSTRELSY.
SIMMONS & SLOCUM'S MINSTRELS.
OPEN FOR THE SEASON,
COMMENCING MONDAY, August 29.
THE CHAMPION TROUPE OF AMERICA.
EFERYTHING NEW, FRESH, AND SPARKLING.
Box office open from 9 A. M. until 4 P. M. for the sale of reserved seats. 8 29 6t

ASSEMBLY BUIDINGS.—
Grand Exhibition of
THE FRANCO-PRUSSIAN WAR,
From Photographic Views taken on the spot. Together with Portraits of all the Prominent GENERALS,
Commencing MONDAY EVENING, August 29, and Every Evening.
Commence at 8 o'clock. 8 29 tf

FOX'S AMERICAN THEATRE.
THE WORLD'S AMUSEMENT.
Every Evening and Saturday Matinee.
THE WONDERFUL BLONDES
in the New Can-Can.
IMMENSE BALLET TROUPE,
GREAT ETHIOPIAN COMPANY.
Grand Ballets—Burlesque Songs, Dances,—Local Sketches, Negro Acts, &c.

EXCURSIONS.

BECK'S PHILADELPHIA BAND, No. 1.
GRAND COMPLIMENTARY NEW YORK BAY EXCURSION,
by their contributing members, in honor of the return of the Band from Long Branch,
On MONDAY, September 5, 1870,
leaving Philadelphia, Walnut Street Wharf, at 7·30 A. M., landing at Pier No. 1 North river, and giving passengers choice of
THREE HOURS IN NEW YORK CITY,
OR THE DELIGHTFUL RIDE UP THE HUDSON ABOVE THE FAMOUS PALISADES.
Single Tickets, $2·50; Gentleman and Lady, $4·50. Can be procured at the office of Beck's Band, No. 828 Market street: Ticket Office, No. 828 Chesnut street; and at the wharf, any day previous to and on the morning of the Excursion. 8 31 wfs 3t

RACES.

POINT BREEZE PARK RACES, SEPT. 6, 7, 8, 9, 1870.—Best Horses in the Country.
First Day—Twenty-two Horses.
Second Day—Fourteen Horses.
Third Day—Thirteen Horses.
Fourth Day—Sixteen Horses. 9 1 2t

POINT BREEZE RACES.

N. FINELLI, of No. 29 S. SEVENTH Street, begs leave to inform his friends and the public in general that he has taken the Restaurant at the Point Breeze Park during the coming week.

Special Dining-Rooms for Ladies and Gentlemen upstairs.

The bar will be supplied with the choicest Champagnes, Wines, Liquors, etc., and the dining-rooms with the delicacies in season. 9 1 4t*

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED).
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

FRIDAY, SEPTEMBER 2, 1870.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE NEWS FROM FRANCE.

Paris continues to be amused by stories of what Bazaine has done or is doing near the banks of the Moselle, while the Prussians positively affirm that his forces are hopelessly pent up within the walls of Metz. These rumors are revived so frequently that it is possible the doughty Marshal may have made his escape at the same time that a portion of his forces got away towards Etain. The conflicting accounts can only be reconciled by this supposition, or by the more probable theory that Parisian war news is so absolutely false that victories are systematically manufactured out of defeats, and Marshals credited with movements which are wholly imaginary.

But whether Bazaine is personally free or imprisoned, it is plain that the bulk of his army cannot be released through MacMahon's aid. The attempt to accomplish this object has failed as completely as all other French movements during the present campaign, and the great question now is, whether MacMahon himself will be able to take back to Paris any considerable force.

In the capital new symptoms of division and discontent are being developed. The bigotry of the Empress, it is said, has led her to authorize persecutions of Protestants who are falsely suspected of complicity with the invaders, and thus the dreadful element of religious discord has been invoked in a nation already distracted by innumerable dangers. The persecution of German residents, too, is vigorously continued. While the Prefect has requested all the non-combatants of the city to move away from Paris, tens of thousands of families are flocking into it from the environs. Food is growing scarce and dear. Pawnbrokers are refusing to advance money on goods of any description. The news from Strasburg is proving that while a garrison is holding out half a town may be destroyed by an investing army. And to these troubles are added the removal of the capital and the fears of impending political revolutions.

REVISION OF THE REPUBLICAN RULES.

While various plans for reforming the political system of the State are under consideration, the project of revising the rules of the Republican party of Philadelphia, which has a more immediate local interest, should not be neglected. A convention charged with this duty is to meet in about ten days. If it does its work thoroughly and well it will give new life to the Republican organization, but if it neglects its duties, or if it is run in the interest of rings and cliques, it will do more harm than good. The delegates to the convention are to be chosen by the various Republican ward committees, and there is danger that they will not avoid the temptation to appoint men who are more noted for their attachment to this or that clique than to the party as a whole. But in some instances, at least, we hope that able and disinterested Republicans will be appointed; and we trust that the convention will not blindly ignore the necessity of wise and judicious action.

The whole subject of local party management should be carefully considered, and the very best methods for conciliating the public and for ensuring good nominations should be devised.

We presume that it is scarcely possible that the Crawford county system, by which people vote directly for candidates, will be adopted here; and yet it has been resorted to satisfactorily in several counties after the delegate system had become thoroughly obnoxious. It has done more than any modern device to destroy the influence of intriguing politicians and to make the people powerful at the preliminary as well as the general elections. For this very reason managers and manipulators usually oppose it until a great uprising forces its adoption, and after every other expedient has been condemned we may fall back upon it here. Wire-pullers, however, are always ready to invent plausible reasons why the people cannot be trusted to manage their own business, and to prove conclusively that "it will never do" to dispense with the adroit aid of the leaders who always take wonderfully good care of their individual interests, while they often load down the party with oppressive burdens.

If we cannot have the Crawford county system, the next best thing is to extend the facilities for instructing delegates as much as possible. Let every voter give an expression of his wishes in regard to candidates, and let this record be counted up, publicly announced, and respected, as faithfully as circumstances will permit, by every delegate. Let the people have a clear understanding of what they vote for, as well as who is to act as their delegates.

In some of the counties of the State the old plan of basing the representation of each township or district on its total population has long since been discarded to give way for the fairer plan of distributing power in a convention on the basis of the actual party vote polled at a previous test election. It is manifestly unjust that fifty Republicans who live in a Democratic division should have fully as much weight in a Republican city convention as three hundred Republicans who live in a strong Republican division. It would take some trouble to adjust this matter equitably, but a similar task has been performed in various portions of the interior, and it might be performed here. The end to be attained is the endowment of each individual member of the party with his just share, no more and no less, of influence in party councils. If the new Democratic system of having delegates to the city conventions appointed by ward conventions is adopted, it would be easy to make the number of delegates from each ward correspond with the actual Republican vote, and this rule could be extended from wards to smaller political divisions.

The disorderly scenes attending the organization of conventions should of course be avoided, but in doing this great care should be taken to prevent the appointment of temporary chairmen who would act unfairly, or prove slaves of a ring instead of honest members of a great party.

In this, as well as all other matters connected with partisan management, the avoidance of trickery and rascality is an object of primary importance. Fraud taints all transactions, whether of minor or grave importance, and if no means can be devised to stop cheating, it will be a matter of little consequence whether it is to be done under new rules or the old ones. If the convention devises a plan whereby good nominations can be fairly made, it will deserve the thanks of the community and the gratitude of the Republican party. If it fails in this vital purpose, its labors will possess little or no practical value.

STRAW BAIL.

Edward F. Landman, who was arrested last week for attempting to rob the paymaster's safe at the Navy Yard, is believed to be a New York burglar of more than common skill, cunning, and daring, and no pains should have been spared to retain him in custody until his antecedents as well as the particular offense for which he was arrested could be thoroughly investigated. Alderman Kerr, with a proper appreciation of the importance of the case, when Landman had a hearing before him on Friday last, construed his offense to be burglary, which under the law is not bailable by an alderman, and therefore had him locked up in order to give the District Attorney an opportunity to take the proper steps for securing him permanently, and bringing him to justice. From the first the detectives seem to have taken an exceedingly friendly interest in the prisoner, and the two officers who escorted him to prison provided a carriage for his accommodation instead of subjecting him to the indignity of the regular prison van. Others of the detective force appeared to be anxiously exercised about him, not lest he should get out of the clutches of the law, but for fear lest he should not be able to do so, and they seem to have exerted themselves most assiduously to have him relieved from the discomforts and inconveniences of the County Prison as soon as possible. Scarcely had he been sent to prison when what purported to be a transcript of Alderman Kerr's docket was presented to Recorder Givin, and a man who represented himself to be John Schenkel, the proprietor of a liquor store at the corner of Warnock street and Columbia avenue, and who swore that he owned real estate assessed at $6500 value, offered himself as bail, and was accepted by the Recorder, the amount of the bail being fixed at $2500. No title-deeds were required to be shown, and although Landman was charged with one of the most serious offenses known to the law, and was suspected of being a skilful and daring professional burglar, he was allowed to make his escape with a facility that must impress him with the idea that Philadelphia is a tolerably safe place for him to operate in. The next day it was discovered that the individual who offered bail was not John Schenkel, and, as a consequence, the Recorder was badly sold, with an ease that must have been highly gratifying to Landman and his friends. Landman, of course, has taken himself to parts unknown; and if he is on hand when he is wanted, it will be because he has experienced a change of heart which will induce him to believe that a sojourn in our Penitentiary for a term of years is preferable to leading a life of sin outside its walls. Such a contingency as this, however, is so very remote that Landman need scarcely be expected to put in an appearance to answer the charges against him. The very least that can be said about the release of this thief is that it was a most unpardonable piece of carelessness on the part of Recorder Givin, who under all the peculiar circumstances of the case should have aided in retaining Labdman in custody until the District Attorney had an opportunity to take measures for securing him permanently, or at least have demanded that the person offering himself as bail should produce some palpable evidences that he was actually a property owner. The investigation into this affair held before the Mayor on Wednesday, for the purpose of giving the detectives an opportunity to explain matters, demonstrated in a very conclusive manner the utter worthlessness of our detective system. The officers were, by their own showing, the common associates of thieves and gamblers, and it is impossible for them to make the people of this city believe that the eminently friendly terms that exist between the criminal classes and those whose duty it is to aid in bringing offenders against the law to punishment is at all conducive to the ends of justice. The detective force does not stand as high as it ought in the credit of the community, and in view of the many other suspicious circumstances that have been connected with the transactions of some of its principal members, it is difficult not to believe that the escape of Landman was planned in the neighborhood of Fifth and Chesnut streets. Recorder Givin has always borne a high reputation for integrity, and we would hesitate to believe that he connived in any way at this effort to cheat justice, but he at least cannot excuse himself for having been cheated by one of the most transparent tricks that could have been resorted to. The Recorder owes it to himself and to the public to spare no effort to have Landman rearrested, and also to discover and bring to punishment the fictitious Mr. Schenkel. If this individual is brought to trial, convicted of perjury and sentenced to a term of years in the Penitentiary, a check will be placed upon the straw bail business, and first-class practitioners like Landman will think it prudent to display their talents in some other quarter.

THE HOUSE OF CORRECTION.

The necessity for a House of Correction has been a subject for discussion in this city for many years, but notwithstanding the fact that the officers of the Almshouse, of the County Prison, and of the Penitentiary have urged the importance of such an institution, and the newspapers have kept the matter before the public continually, Councils on one pretext or another hesitated to adopt any active measures, and a year ago the prospects of our ever having a House of Correction were almost as remote as they were at the commencement of the last decade. Last March, however, Councils adopted a site known as the "River Farm," on a neck of land between the Delaware river and Pennypack creek, and a commission was appointed to select a plan for the buildings and to superintend their erection. On the 1st of June the commission decided in favor of the plan prepared by Mr. J. H. Windrim, the architect of the new Masonic Hall now being erected on Broad street, and yesterday the contract for putting up the buildings was awarded to Mr. R. J. Dobbins, who made the lowest bid, $999,300. It will thus be seen that the long-needed House of Correction is at length likely to be an accomplished fact. According to the design of Mr. Windrim, the institution will consist of a main building, three stories in height, with four wings on each side. There will also be an attachment for a wash-house and kitchen. The main building will be 500 feet in length by 60 in width, and the wings 300 feet in length by 50 in width. The material used will be brown or grey stone, and it is calculated that it will take about three years to complete the structure. Mr. R. J. Dobbins, who has secured the building contract, has a deservedly high reputation as a builder. He has put up some of the finest edifices in the city, and his work is alike distinguished by good taste and elegance and by strength and solidity of construction. Mr. Dobbins owns his own brickyards and stone quarries, which probably accounts for the fact that he is able to make a comparatively low bid. The Building Commission will require the contractor to give security in $100,000, and ten per cent. of the whole construction fund will be withheld until the work is completed.

It is a matter for sincere congratulation that we are, after long waiting, at last to have a House of Correction. It will relieve the County Prison, the Almshouse, and the Penitentiary of inmates who do not properly belong to either of those institutions, and it will, if properly administered, be an efficient check upon vagrancy, and will do more to aid in the permanent reformation of such plagues as the Bedford street district than any other influence that can be brought to bear.

—The Republican County Conventions in Maine have taken to instructing their nominees and State Senators as to their votes for United States Senator next winter. Lincoln, Knox and Washington counties are said to favor Senator Morrill.

SPECIAL NOTICES.

For Additional Special Notices see the Inside Pages.

"Education should be regarded as capital invested for the future. It will pay an annual income without expense for insurance, repairs, or taxes, and is always above par."

Where one is wanted in the professions, a thousand are wanted thoroughly finished and educated for trade and commerce. Parents, think of this.

☞ YOUNG MEN AND ADULTS PRACTICALLY EDUCATED FOR BUSINESS AT CRITTENDEN'S COMMERCIAL COLLEGE,
No. 637 CHESNUT Street, corner of Seventh.
ESTABLISHED 1844. INCORPORATED 1855.
The longest established, best organized, and most largely attended Commercial College in the city.
Its graduates are numbered by thousands, and are among our leading and most successful merchants and business men.
In the thoroughness and practical value of its well-tried course of instruction, excellence of its arrangements, attention and ability of its teachers, and the number of applications received from business houses for its graduates to fill vacant positions, this institution is unequalled.
The qualifications for business gained here have proved a fortune to hundreds of young men.
The course of instruction includes Book-keeping in all its branches, just as practiced in the best mercantile houses and business establishments. Penmanship, free, rapid, and beautiful; Commercial Calculations, the best and shortest methods in use; Business Papers, Mercantile Dealings, Commercial Law, etc. etc. etc.
Students instructed separately and received at any time. Usual time for completing the course, from eight to sixteen weeks. Strangers assisted in procuring boarding. ☞ 20 per cent. discount allowed those who enter before Sept. 5. Circulars and information sent free. Address
S. H. CRITTENDEN & CO.,
9 2t 4p* Office, Commercial College, Philadelphia, Pa.

☞ STEINWAY & SONS' GRAND SQUARE AND UPRIGHT PIANOS.

CHARLES BLASIUS,
SOLE AGENT FOR THE SALE OF THE
WORLD-RENOWNED PIANOS,
AT THE OLD WAREROOMS,
(4 15tf4p
No. 1006 CHESNUT STREET.

☞ T. W. BAILY'S Old-established WATCH AND JEWELRY Store, No. 622 MARKET Street, six doors below Seventh street. American and Imported Watches, Diamonds, and fine Gold Jewelry and Silver Ware, in every variety, at reasonable prices, and warranted.
N. B.—Please call and examine our stock. No trouble to show goods. 9 2 1m

SPECIAL NOTICES.

Boys' Suits. Boys' Suits.
Boys' Suits. Boys' Suits.
Boys' Suits. Boys' Suits.
Boys' Suits. JOHN Boys' Suits.
Boys' Suits. WANAMAKER, Boys' Suits.
Boys' Suits. 818 and 820 Boys' Suits.
Boys' Suits. CHESNUT Street. Boys' Suits.
Boys' Suits. Boys' Suits.
Boys' Suits. Boys' Suits.
Boys' Suits. Boys' Suits.

☞ MUSIC SCHOOL.—MRS. ANNIE E. SIMPSON will open her Music School at No. 117 N. TWENTY-FIRST Street (corner of Tower) on SEPTEMBER 12, 1870. Instruction on Piano and Cabinet Organ and in Singing and Harmony. 8 29 1m

CLOTHING.

The People's Own Establishment

MORE THAN EVER BEFORE
The people are realizing the ROCKHILL & WILSON are their best friends.

THE STRIKING REDUCTION
Made by ROCKHILL & WILSON on all grades of summer goods is making an impression on the hearts, the pockets, and the backs of our citizens, more than ever before.

IT IS APPARENT
That the public, knowing their best interests, are now flocking to the GREAT BROWN HALL more than to all the other clothing houses put together, to secure the GREAT SUMMER BARGAINS.

THE CONCLUSION
In the minds of every sensible man and boy is, "I must buy a Summer Suit at the GREAT BROWN HALL."
"I can buy cheaper at GREAT BROWN HALL than anywhere else."
"I will take all my friends and neighbors to GREAT BROWN HALL for their Clothes."

LET US ALL GO
And see the closing out of the Summer Stock of Elegant Raiment at

ROCKHILL & WILSON
603 and 605 CHESNUT STREET.

CHARLES STOKES & CO.,
No. 824 CHESNUT Street,
CLOTHIER.
LARGE AND CHOICE STOCK OF GOODS FOR CUSTOMER WORK.
ALSO,
FINE READY-MADE CLOTHING. [6 27tf

GAS FIXTURES.

BAKER, ARNOLD & CO.,
MANUFACTURERS
OF
GAS FIXTURES,
CHANDELIERS,
PENDANTS,
BRACKETS, ETC.,
Of Every Design.
SALESROOMS,
No. 710 CHESNUT Street,
MANUFACTORY,
S. W. Corner TWELFTH and BROWN,
8 23 2mrp PHILADELPHIA.

PIANOS.

GEORGE STECK & CO.'S PIANOS,
Grand, Square and Upright.
ALSO,
Mason & Hamlin's Cabinet Organs.
AN ELEGANT STOCK AT GREATLY REDUCED PRICES.
J. E. GOULD,
8 26 No. 923 CHESNUT STREET.

ALBRECHT,
RIEKES & SCHMIDT
MANUFACTURERS OF
FIRST-CLASS PIANO-FORTES.
Full guarantee and moderate prices.
8 25 WAREROOMS, No. 610 ARCH Street.

PIANIST FOR MUSICAL ENTERTAINMETS or Dancing Soirees, No. 110 S. ELEVENTH Street. (8 31 1m
Reference—Mr. Boner, No. 1102 Chesnut street.

$5·50.
LARGE NUT
White Ash, Pure and Clean.
Give it a Trial.
MITCHELL & WROTH'S
COAL DEPOT,
N. E. Cor. NINTH and GIRARD Ave.,
9 2 1m4p PHILADELPHIA.

FOR SALE.

A NEW AND ELEGANT BROWN-STONE RESIDENCE, East side of Logan Square. Replete with every convenience. Inquire at premises.
Lot 22 by 156 feet. 9 2 1m

GROCERIES, ETC.

1826.
EXTRA FINE
New Mess Mackerel.
Mess Sea Shad.
CRIPPEN & MADDOCK,
Dealers and Importers in Fine Groceries,
No. 115 S. THIRD Street,
9 2 fm9t4p Below Chesnut.

JEWELRY ETC.

J. E. CALDWELL & CO.,
JEWELLERS,
No. 902 CHESNUT Street.
Have largely increased their stock of
DIAMONDS
AND
DIAMOND JEWELRY,
EMERALDS, SAPPHIRES, PEARLS,
OPALS AND CAMEOS,
In Mountings of Exquisite Style, carefully prepared by the most Skillful Workmen.
They also call particular attention to
NEW STYLES OF JEWELRY
IN ROMAN GOLD, GOLD AND ENAMEL,
TURQUOISE, BLACK ONYX,
BYZANTINE MOSAICS, AND PARISIAN ENAMELS. [3 5 fmwtfrp
No. 902 CHESNUT Street.

REFRIGERATORS.

BISMARCK DRINKS PURE WATER.
Our Fritz Drinks Filtered Water.
Louis Napoleon Will Not Poison Himself with Muddy Water.
All American citizens should preserve their health by drinking nothing but the pure limpid water that has passed through
SCHARFF & WOOD'S
Patent Filter and Cooler.
Why! suffer with the Gravel caused by mud?
Why! suffer with Griping Pains caused by drinking Ice water, when by having your water filtered and cooled as nature filters and cools the pure Spring water, you may avoid these ills?
The Schuylkill water is rendered impure by the numerous factories, coal oil refineries, sinks, slaughter houses, dye works, etc. etc., which cluster on its banks.
By forcing this impure water through SCHARFF & WOOD'S PATENT FILTER AND COOLER
It is rendered as pure as the waters that run from the mountain rills.
The expense is nothing in comparison to the benefit derived from its use.
In one season it will pay for itself in the saving of ice: it never gets out of order, and will last a life time.
For further particulars send for a circular.
JOHN WOOD, JR., Proprietor.

FRY & HOWELL,
GENERAL AGENTS,
No. 327 WALNUT Street,
PHILADELPHIA.
THE FILTER AND COOLER can be seen in active operation at No. 529 CHESNUT Street, where its workings will be cheerfully explained. 9 1 1m4p

HOTELS.

ATLANTIC HOUSE.
Newport, Rhode Island.
BOARD REDUCED.
This Hotel will be opened MAY 30, at $3·50 per day for transient boarders.
Families may make special arrangements by the week or season.
WM. W. HAZARD,
4 11 mf4p PROPRIETOR.

OCEAN HOUSE
CAPE MAY, N. J.
Good accommodations can be had at this FIRST-CLASS HOTEL. Address
8 17 10trp* LYCETT & SAWYER, Proprietors.

COLONNADE HOTEL,
FIFTEENTH AND CHESNUT STS.,
ENTIRELY NEW AND HANDSOMELY FURNISHED, is now ready for permanent or transient guests.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET.
American and Foreign
BANKERS,
ISSUE DRAFTS AND CIRCULAR LETTERS OF CREDIT available on presentation in any part of Europe.
Travellers can make all their financial arrangements through us, and we will collect their interest and dividends without charge.
DREXEL, WINTHROP & Co., New York. | DREXEL, HARJES & Co., Paris.

EDUCATIONAL.

RUGBY ACADEMY,
FOR YOUNG MEN AND BOYS,
No. 1415 LOCUST Street.
EDWARD CLARENCE SMITH, A. M., Principal.
This School will enter upon its sixth year completely reorganized.
Rooms improved, and refitted with handsome furniture.
1. Pupils prepared for business life. Thorough course in the English Branches and Mathematics.
2. Pupils prepared for high standing in College.
3. Special instructors in French, German, Drawing, Penmanship, Elocution, Book-keeping, Natural Science.
4. A carefully organized Primary Department.
5. Special features—an unsurpassed locality, spacious and well-ventilated rooms, with high ceilings, a retired play ground.
Next session begins September 12. Circulars at No. 1415 LOCUST St. Applications received daily.
Testimonial from Hon. William Strong, U. S. Supreme Court.
PHILADELPHIA, June 15, 1870.
During the last two years my son has been an attendant of the school of Mr. Edward Clarence Smith, known as Rugby Academy. I can unqualifiedly commend Mr. Smith to those who have sons to be educated, as a superior instructor, devoted to his work, kind and firm in his management of his pupils, and in all respects qualified for success in his profession.
8 13 W. STRONG.

H. Y. LAUDERBACH'S ACADEMY FOR YOUNG MEN AND BOYS,
ASSEMBLY BUILDINGS,
No. 108 South TENTH Street.
A Primary, Elementary, and Finishing School.
Thorough preparation for Business or College.
Special attention given to Commercial Arithmetic and all kinds of Business Calculations.
French and German, Linear and Perspective Drawing, Elocution, English Composition, Natural Science.
FIELD PRACTICE in Surveying and Civil Engineering, with the use of all requisite instruments, is given to the higher classes in Mathematics.
A first-class Primary Department.
The best ventilated, most lofty and spacious Class-rooms in the city.
Open for the reception of applicants daily from 10 A. M. to 4 P. M. (8 20
Fall term will begin September 12.
Circulars at Mr. Warburton's, No. 430 Chesnut st.

EDGEHILL, MERCHANTVILLE, N. J., WILL BE opened for SUMMER BOARDERS from July 1 to September 15, 1870.
The House is new and pleasantly located, with plenty of shade. Rooms large and airy, a number of them communicating, and with first-class board.
A few families can be accommodated by applying early.
For particulars call on or address
REV. T. W. CATTELL,
7 1 Merchantville, N. J.

HALLOWELL SELECT HIGH SCHOOL FOR Young Men and Boys, which has been removed from No. 110 N. Tenth street, will be opened on September 12 in the new and more commodious buildings Nos. 112 and 114 N. NINTH Street. Neither effort nor expense has been spared in fitting up the rooms, to make this a first-class school of the highest grade.
A Preparatory Department is connected with the school. Parents and students are invited to call and examine the rooms and consult the Principals from 9 A. M. to 2 P. M. after August 16.
GEORGE EASTBURN, A. B.,
JOHN G. MOORE, M. S.,
8 17tf Principals.

HAMILTON INSTITUTE FOR YOUNG LADIES, No. 3810 CHESNUT Street, West Philadelphia. Day and Boarding School. This institution, having successfully completed its fourth year, has become one of the established schools of our city. Its course of study includes a thorough English and Classical Education, embracing Mental, Moral, and Physical culture.
Its ninth session will open on MONDAY, September 12. For terms, etc., apply at the school.
8 29tf PHILIP A. CREGAR, Principal.

EILDON SEMINARY.—MISS CARR'S SELECT Boarding School for Young Ladies will REOPEN SEPTEMBER 14, 1870.
It is situated at the York Road Station of the North Pennsylvania Railroad, seven miles from Philadelphia.
The Principal may be consulted personally at her residence during the summer, or by letter addressed to Shoemakertown Post Office, Montgomery county, Pa. Circulars can be obtained also at the office of JAY COOKE & CO.,
8 8 Bankers, Philadelphia.

THE SIXTEENTH ACADEMIC YEAR OF SPRING GARDEN ACADEMY, N. E. corner of EIGHTH and BUTTONWOOD Streets, begins Tuesday, September 6. Thorough preparation for Business or College. Applications received on and after Monday, August 22.
CHARLES A. WALTERS, A. M.,
8 18 1m Principal.

CENTRAL INSTITUTE, N. W. CORNER OF TENTH and SPRING GARDEN Streets, will reopen MONDAY, September 5. Parents are invited to call after August 29. Boys prepared for business or for college. JOHN P. LAMBERTON, A. M.,
8 22 1m Principal.

YOUNG MEN AND BOYS' ENGLISH CLASSICAL AND COMMERCIAL INSTITUTE, No. 1908 MOUNT VERNON Street, reopens September 5 Thorough preparation for Business or College. Has a Preparatory Department for small Boys.
8 27 1m Rev. J. G. SHINN, A. M., Principal.

WEST PENN SQUARE SEMINARY FOR YOUNG LADIES, No. 5 South MERRICK Street (formerly Mrs. M. E. Mitchell's.) The Fall Term of this school will begin on THURSDAY, September 15. MISS AGNES IRWIN,
8 31 1S15 Principal.

SCHOOL OF DESIGN FOR WOMEN, NORTH-WEST PENN SQUARE.—The school year for 1870 and 1871 will commence on MONDAY, the 12th of September. T. W. BRAIDWOOD,
8 31 12t Principal.

CHEGARAY INSTITUTE, Nos. 1527 AND 1529 SPRUCE Street, Philadelphia, will reopen on TUESDAY, September 13. French is the language of the family, and is constantly spoken in the institute.
6 15 wfm 6m L. D'HERVILLY, Principal.

YOUNG LADIES' INSTITUTE, No. 1922 MOUNT VERNON Street. Sixth Semi-Annual Term begins on WEDNESDAY, Sept. 15.
Call or send for circular. 9 2 2w

OAKLAND FEMALE INSTITUTE, NORRISTOWN, Pa., will commence its Twenty-sixth Year September 1. Terms, $260. For circulars address, J. GRIER RALSTON. 8 6 1m*

TWENTY-SIXTH YEAR.—H. D. GREGORY, A. M., will reopen his Classical and English School, No. 1108 MARKET Street, on September 5. 8 22 1m*

THE CLASSICAL INSTITUTE, DEAN STREET, above Spruce, will be re-opened September 5th.
8 22 2m J. W. FAIRES, D. D., Principal.

MUSICAL INSTRUCTION.

PHILADELPHIA MUSICAL ACADEMY.
Books are now open for the reception of pupils for the new quarter, beginning September 5. Those desiring to become students will please apply at the office,
No. 1228 SPRUCE Street.
INSTRUCTORS.
DEPARTMENT
FOR STUDY OF THE
PIANO-FORTE.
JOHN F. HIMMELSBACH, RICHARD ZECKWER, RUDOLPH HENNIG, EMIL GASTEL.
ENSEMBLE PERFORMANCE—VIOLIN, VIOLONCELLO, ETC., WITH PIANO,
WENZEL KOPTA AND RUDOLPH HENNIG.
GRAND ORGAN,
LIKEWISE PARLOR ORGAN, CABINET ORGAN AND MELODEON,
RICHARD ZECKWER.
VIOLIN,
WENZEL KOPTA.
VIOLONCELLO,
RUDOLPH HENNIG.
VOCAL MUSIC,
EMIL GASTEL.
THEORY,
JOHN F. HIMMELSBACH.
PRIMARY DEPARTMENT FOR PIANO-FORTE,
MISS NELLIE BYWATER.
FLUTE,
EDWARD KOCH.
CORNET,
CARL PLAGEMANN.
Other Orchestral Instruments, Elocution, French, Italian, and German taught by experienced instructors.
TERMS:
Main Department, $15 per quarter, payable in advance.
Primary Department, $7·50 per quarter, payable in advance.
Circulars at the Music Stores.
PROPRIETORS AND DIRECTORS:
JOHN F. HIMMELSBACH,
8 30 tuthf 3t RUDOLPH HENNIG.

A. R. TAYLOR'S SINGING ACADEMY, NO. 812 ARCH Street, will open for the reception of pupils on MONDAY, Sept. 5. Hours from 11 to 12 A. M. and 4 to 7 P. M. daily. 9 1 6t*

NEW-YORKISMS.

From Our Own Correspondent.

NEW YORK, Sept. 1, 1870.

Car-drivers and Car-conductors.

The time will come when the drivers and conductors of city passenger-cars will come in for a share of that sympathy which is just beginning to be given to those who in other businesses are over-worked and outraged in spirit. The salesmen will, in the end, win the day, though the day may be not just yet, and then, perhaps, another ill-paid, over-worked, abused, and ill-treated class will begin to have a little justice shown to it. I allude to the class of car-drivers and car-conductors, who, probably, work more hours for less money than any other class which, as yet, has now the sympathies of the public. Who thinks of pitying a car-driver? Who dreams of sympathizing with a car-conductor? Who ever says a good word for either of these classes of men? What newspaper lifts up its voice in their behalf? What man or woman to whom sympathy ought to have come with maturity, and who make daily use of the car as of a luxury that has now become indispensable, ever seriously broods over the pain, the annoyance, the wearisomeness, the wretched pay, and that lack of leisure which is necessary to individual development that car-drivers and car-conductors endure silently year after year? Is it nothing to work fifteen or eighteen hours a day for wages varying between fourteen and seventeen and a half dollars per week? Is it nothing to be deprived of the right of having all to oneself one day in every seven? Is it a little thing never to enjoy one hour of solitude, except the unconscious solitude of sleep? Which of us would enjoy life, do his duty well, and present a wholesome, pleasant, and refreshing aspect, if he were compelled to spend eighteen hours out of every twenty-four in "riding on a rail," being jolted along streets, baking with the heat, or freezing with the cold, or choked with dust, or drowned in rain, worming his way in and out among herds of selfish human beings, frowned at by one, sworn at by another, and almost universally regarded as a cheat and a boor? If the car-conductor *does* steal, it is because—like many men in better circumstances—his moral sense is not fine enough to lead him to prefer starvation to moral error. If he is boorish, his passengers and censors are often trebly so. All day long the car-conductor has, in the ill-temper and ill-breeding of his passengers, to contend with an array of mean little annoyances that would try an angel's temper. The wonder is not that car-conductors are so bad, but that they are not much worse. Suppose you and I, my friend, place ourselves in his position for a day or so—and men just as good as you or as I am have repeatedly been compelled to take up with just this employment—do you think our tempers would sweeten, and our spirits improve, and our belief in the goodness of God and the heavenly tendency of humanity grow larger the longer we remained in it? I know mine would not, and hence I feel a profound sympathy with the comfortless life that so many a car-driver, but particularly car-conductor, is obliged to lead. And among these classes of men you see the same results in all large cities, in Philadelphia almost to the same extent as in New York. The hours of labor are very long, and the wages are very short, and the comfort is crushed out of the car-conductor's life, so that he does not get even sympathy from the public for whose convenience his employment was brought into being. If this representation be correct, all right-feeling people who read these lines will unite in exercising a little more toleration toward these followers of a most thankless, harsh, and profitless employment.

"Sad" Suicides.

Now-a-days you can hardly pick up a newspaper without reading such head-lines as "A Sad Suicide," "A Melancholy Suicide," and so forth. There is one thing which is almost as sad as the suicide—and that is that the reporter of the nineteenth century should have so little knowledge of the privileges and limitations of language. Where is the suicide that is not "sad?" Did you ever hear of a cheerful suicide, or a happy murder? Upon a level with such expressions are "heartless villain" and "villainous outrage." Who ever saw a villain that was not heartless, or an outrage that was polite and gentlemanly? While I am on this point I might mention the "memories of the past," which are so frequently the theme of novelists, poets, and dramatists. "My fond heart teems with memories of the past," exclaims Alphonso to Imogene. Did Imogene suspect that his heart was teeming with memories of the *future?* What memories are there but memories of the past? The age may be one in which the schoolmaster is abroad, but he has certainly left his rhetoric at home unless he can teach pupils to write and speak a language representing sense more correctly than the expressions I have quoted do.

"Man and Wife."

Mr. Daly has his hands as full as he can reasonably expect to have them. He is not only the lessee and manager of the Fifth Avenue Theatre, but likewise the manager of Madlle. Janauschek, whom it is said he expects to introduce to New York in English plays at the Academy of Music. His season at the Fifth Avenue Theatre commences with his own dramatization of *Man and Wife*, which differs greatly from Wilkie Collins'. Mr. Collins, in pandering to the vitiated taste of the age for realism, introduces a "real" hansom and a "real" horse into one of the final scenes, and makes use of the horse and cab to kill off "Geoffry Delmayne" in a manner very different to that described in the book. In the dramatization "Geoffry" is represented as just about stepping into the cab. Suddenly the horse starts, and "Geoffry" is thrown down, run over, and instantly killed. This *denouement* might perhaps be effective on the stage of a large London theatre, but it would never do for Mr. Daly's pocket proscenium-arch. He would have t employ a cab the size of Tom Thumb's, drawn by a Shetland pony. Possibly it was for this consideration that Mr. Daly has altered the *denouement* to suit his taste and the requirements of his little stage; and he is the less to blame for doing this, seeing that Mr. Collins himself has, by altering the plot, shown so little regard for his handiwork as it finally stood in the completed story. The end to which a writer conducts his story should be such as to seem to the best judges the inevitable result of the characters previously described and the circumstances previously narrated. Now, if the termination may be altered for so flimsy a purpose as the production of a certain stage effect, meretricious and morbid in itself, what respect can one have for the author as a student of human nature, and as a delineator of the emotions and events that go to make up life? Clearly, not much. ALI BABA.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE WALNUT Boucicault's drama of *The Flying Scud* will be represented for the last times this evening, to-morrow afternoon and to-morrow evening.

On Monday Mr. Edwin Forrest will appear as "Richelieu."

AT THE ELEVENTH STREET OPERA HOUSE a first-rate programme of minstrelsy will be presented this evening, which will include the Liberian Dwarf, "Little Dick," the burlesques of *School for Scandal, Nitro-Glycerine Oil, Quiet Lodgings*, and other attractions.

AT THE ARCH STREET OPERA HOUSE a variety of burnt-cork attractions will be offered this evening.

AT DUPREZ & BENEDICT'S OPERA HOUSE the operettas of *Hope and the Crocodile* and *Sacita* will be performed this evening.

AT THE AMERICAN a variety entertainment will be given this evening.

CITY ITEMS.

SUMMER CLOTHING,
ALL KINDS,
BETTER IN EVERY WAY, AND
LOWER IN PRICE
THAN ANY OTHER READY-MADE STOCK
IN PHILADELPHIA.
Half-way between Fifth and Sixth Streets. } BENNETT & CO., TOWER HALL, No. 518 MARKET ST.

DO NOT DO IT, in fact you must not do it. It would be wrong for any lady or gentleman to attempt to purchase clothing for their sons or themselves without first examining the large and superior stock at Rockhill & Wilson's, and if they do not find it superior in quality, cut, make, and trimmings, and at lower price than any other clothing establishment in the city, don't purchase. Our beautiful and substantial all-wool heavy cloth and cassimere suits, for fall and winter, which are going off by thousands, both in the city and country, all for $15, coat, vest and pants. They astonish the trade to understand how we furnish them at the price. It is hardly necessary to say anything in regard to our customer department. That is so well and favorably known that every gentleman in the city is posted. ROCKHILL & WILSON,
Great Brown Stone Clothing Hall,
Nos. 603 and 605 Chesnut street.

A NEW AND HEALTHFUL ARTICLE OF FOOD.—The SEA MOSS FARINE, manufactured from Irish Moss, by the Rand Sea Moss Farine Company, has been placed on our table at different times, and proves to be one of the best, most nutritious, and easily digested of all the farinas now in use. It is palatable to the taste, is lighter and less compact than any other farina, and hence better adapted to weak stomachs, to dyspeptics, to invalids, and all persons of frail constitutions. In cases where tapioca, sago, barley, corn starch, maizena, and similar articles are beneficial, the Sea Moss Farine is not only a substitute, but has advantages which neither of them possess, because the main ingredient of the moss has been considered by medical men for many years as having invaluable remedial properties. It is particularly recommended for pectoral affections, scrofulous complaints, diarrhœa, etc.—*Editor Hall's Journal of Health.*

A YOUNG WIFE'S REQUEST.—Wife—Charley, I wish when you come up to-night you'd stop into your druggist's and get me a bottle of PLANTATION BITTERS. Be sure and get the genuine.

Charley—What in the world, Mary, are you going to do with Plantation Bitters?

Wife—Everybody that I know is in ecstacy over Plantation Bitters, and I am going to try them myself. I am assured by several of my friends that the Bitters will cure my dyspepsia, and at the same time do away with that terrible nausea which you know I am at times subject to. The doctor was in yesterday, and says that all I want is a tonic, and that Plantation Bitters is the best that can be got.

Charley—It is just the thing, my dear; and it is strange that I had not thought of it before.

FATAL TO THE TEETH are all acrid preparations. They may bleach the enamel, but they as surely dissolve and destroy it. The mild, genial balsamic preservative Sozodont, impregnated with the Saponin of the famous tropical Soap Tree, of Chili, is the only absolutely safe article of its kind in the market, and protects the teeth from all destructive influences, as well as keeps them free from tartar.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

PROMPTNESS, energy, and perseverance have established a reliable, cheap and first-class Curtain, Shade, Bedding, and Upholstery Store in the well-known house of Albertson & Co., No. 1435 Chesnut street.

THE CENTRAL NEWS COMPANY, No. 505 Chesnut street, send us the latest numbers of *Punch* and *Fun*.

From Turner & Co. we have received *Every Saturday, Appleton's Journal*, and *Our Boys and Girls*.

"SPALDING'S GLUE," handy and useful.

DIED.

BARR.—On the morning of the 1st instant, HUGH A. BARR, in the 31st year of his age.

The relatives and friends of the family, and the members of St. Philip's Literary Institute, are respectfully invited to attend the funeral, from the residence of his father, Hugh Barr, N. W. corner of Front and Wharton streets, on Monday morning at 8 o'clock. Services at St. Philip's. Interment at St. Augustine's. ***

CLIFT.—On the 1st instant, GEORGE CLIFT, aged 81 years.

The friends and relatives of the family are respectfully invited to attend the funeral, from his late residence, at Bordentown, N. J., on Monday morning, September 5, at 10½ o'clock. 8*

RUCH.—On the 30th ultimo, WILLIAM RUCH, son of the late John and Sarah Ruch, in the 27th year of his age.

The relatives and friends of the family, also the members of Washington Fire Company, No. 5, and the Fire Department in general, are respectfully invited to attend the funeral, from his late residence, No. 116 Haines street, Germantown, on Sunday afternoon next at 2 o'clock.

SPECIAL AND EXTRAORDINARY SALE OF IMPORTED JERSEY CATTLE, SHEEP, SWINE, POULTRY, AND SHETLAND PONIES, just arrived per ship Jamestown, from Liverpool.
On Tuesday Morning,
September 6, at 10 o'clock, at Herkness' Bazaar, NINTH and SANSOM Streets, Philadelphia, will be sold, without reserve, a large invoice (about 25 head) of imported Jersey cattle, sheep, swine, poultry, and Shetland ponies, exported by Edward Philip Parsons Fowler, of Jersey, England.
Full particulars, pedigrees, etc., in catalogues, now ready, and the stock open for examination at the Bazaar. ALFRED M. HERKNESS,
9 1 4t5p Auctioneer.

ART EXHIBITION.
ON FREE EXHIBITION
AT
CHAS. F. HASELTINE'S GALLERY,
No. 1125 CHESNUT STREET,

BRAUN'S FAMOUS PANORAMIC VIEWS of Berlin, Potsdam, Charlottenburg, Coblentz, Heidelberg, Jena, Weimar, Erfurt, Ems, Baden-Baden, Weisbaden, Brussels, Amsterdam, Waterloo, Liege Ypres, Rotterdam, Utrecht, etc. etc.
A complete set of the Berlin Museums, and interior views of all the rooms in the various royal palaces of Prussia.
Particular attention is drawn to the fact that in a few days 100 views on the Rhine and its fortifications, as never before seen, will be exhibited. 11 10

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. CHESNUT Street, next door to the Post Office. rp§

NOTICE! CAMDEN AND ATLANTIC RAILROAD.
The 2 P. M. Express Train to Atlantic City will be discontinued from this date,
Aug. 29, 1870.
9 2 6t D. H. MUNDY, Agent.

PENNA. MILITARY ACADEMY.
PENNSYLVANIA
MILITARY ACADEMY
AT
Chester, Delaware County, Pa.
(FOR RESIDENT CADETS ONLY.)

The following gentlemen, who devote their time exclusively to the business of the Academy, compose the
ACADEMIC STAFF.
COL. THEODORE HYATT, M. A., President and Professor of Mathematics and Instructor in Tactics.
COL. GEORGE PATTEN, Graduate U. S. Mil. Acad., Vice-President, Professor in Mathematics, Civil and Military Engineering, and Instructor in Tactics.
REV. A. ARMAGNAC, M. A., Professor of Chemistry and Natural and Experimental Philosophy, and Instructor in Elocution.
CAPT. THOMAS J. LLOYD, Graduate U. S. Military Academy, Professor of Mathematics and Military Science and Instructor in Tactics.
REV. GRANVILLE YAGER, M. A., Professor of the English Language and Literature, and Instructor in Latin and Greek.
FELIX DE LANNOY, M. A., Professor of French, German, and Spanish, and Instructor in English Branches.
JOHN R. SWEENEY, Esq., Professor of Vocal and Instrumental Music.
C. S. FAHNESTOCK, M. A., Professor of Penmanship, Book-keeping, and Drawing, and Instructor in English Branches.
J. R. K. CARTER, C. E., Instructor in Mathematics and Tactics.
MR. ROBERT M. HOFFMAN, Instructor in English Branches.

The Ninth Annual Session commences WEDNESDAY, September 7.
The buildings are new and the accommodations for Cadets in all respects of the first order.
For healthfulness of situation and completeness of outfit in all that can minister to the health, comfort, and convenience of cadets, this institution is unsurpassed. OVER ONE HUNDRED THOUSAND DOLLARS have been expended in the erection and furnishing of its buildings.
THE APPARATUS for the study of science is extensive and meets every want of its varied departments of study.
THE ENGLISH COURSE, in which cadets are entered at twelve years of age, embraces all the branches belonging to a thorough English education, and is also designed to be preparatory to the other departments.
IN THE CLASSICAL COURSE the cadet is prepared for any class in our best colleges, or may be graduated and receive his degree in the Academy.
THE COURSE OF SCIENCE AND CIVIL ENGINEERING is of the highest grade, and is conducted by experienced officers. The general course of studies in this department is the same as that pursued at the United States Military Academy at West Point, of which institution two of the professors are graduates.
The discipline is firm and kind, but insubordination under no circumstances is tolerated. It is aimed through the MILITARY TRAINING to make cadets orderly, systematic, and punctual, as well as to furnish them with the best of all exercise in the drills of the various arms of the service.
Careful attention is given to the moral and religious culture of cadets.
Circulars may be obtained of James H. Orne, Esq., 626 CHESNUT Street; T. B. Peterson, Esq., 306 CHESNUT Street, or of
Col. THEO. HYATT,
President of P. M. A.
Col. HYATT will be at the store of James H. Orne, Esq., No. 626 CHESNUT Street, Philadelphia, on SATURDAY, the 3d day of September, from 10 o'clock A. M. to 12 M., and will be happy to see patrons of the Academy and others on official business. 11 5p

CARPETINGS.
CARPETINGS.
McCALLUM, CREASE & SLOAN,
No. 509 CHESNUT Street.
French Mognettes,
French Axminsters,
Crossley's 6-4 Velvets.
English Brussels,
Crossley's Tapestries,
Hall and Stair Carpetings,
CARPETINGS
OF EVERY DESCRIPTION.
LOWEST PRICES.
McCALLUM, CREASE & SLOAN,
No. 509 CHESNUT Street,
8 31 wfm3m rp Opposite Independence Hall.

FOR SALE.
FOR SALE OR TO LET,
THE STORE PROPERTY
No. 722 CHESNUT STREET,
Twenty-five feet front, one hundred and forty-five feet deep to Bennett street. Back buildings five stories high.
Apply on the premises between 10 and 12 A. M.
THOMAS S. FLETCHER,
12 10 tf DELANCO, N. J.

TO RENT.
TO RENT—THE STORE, NO. 722 CHESNUT Street. Apply on the premises between 10 and 12 o'clock A. M. 8 17 tf

RARE CHANCE TO GET INTO BUSINESS.—HOUSES and LOTS wanted in exchange for Merchandise at wholesale prices.
Address immediately, FINLEY,
8 9 "Ledger" Office.

FOR SALE—SUPERIOR DWELLING NO. 1636 North Fifteenth street. Three-story front, double back buildings. Lot 23½ feet by 174 to Sydenham street. Modern improvements. Possession will be given. EDW. C. DIEHL,
9 2 thstu3t* No. 530 WALNUT Street.

TO RENT—THREE-STORY DWELLING, with back buildings, situated in CONGRESS Street, No. 131, between Front and Second, with all the modern improvements.
Apply to AARON HURLEY,
6 15 No. 269 S. SEVENTH Street.

FOR RENT—SUITABLE FOR A LARGE retail trade, First Floor and Basement of the new Stores Nos. 112 and 114 North NINTH Street.
Apply to WILLIAM H. BACON,
8 26 fmw6t* No. 317 WALNUT Street.

$25,000—PARTNER WANTED IN AN old-established business that will net that amount per year.
Address, T. J. W.,
8 9 "Ledger" Office.

FINANCIAL.
Wilmington and Reading
RAILROAD
Seven Per Cent. Bonds,
FREE OF TAXES.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and 100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
55 PHILADELPHIA.

AN EXCELLENT INVESTMENT!
10 Per Cent. First Mortgage Land Grant Bonds
OF THE
Portage Lake and Lake Superior Ship Canal Company,
At 95 and Accrued Interest.

Coupons payable January and July at Ocean Bank, New York.
Secured by mortgage of the CANAL, its tolls, franchises, and EQUIPMENTS, and 200,000 ACRES of very valuable and carefully selected
IRON, COPPER, PINE, AND OTHER TIMBER LANDS,
Worth at the lowest estimate five to eight times the amount of the mortgage.
Whole Issue $500,000,
Of which a balance of only $160,000 remains unsold.

This Ship Canal—after five years labor and an expenditure of nearly a million of dollars, besides nearly half a million more for machinery and equipments—is nearly finished, and will be entirely completed the present season.
The tolls on the present commerce of Lake Superior would not only pay the interest on these bonds, but large dividends also to the Stockholders. This trade will be increased immensely next season when the grain from the great wheat-producing regions of Minnesota shall pass by this route (as it necessarily must) to the seaboard, by way of the railroad from St. Paul to Duluth, now just completed.
Send for maps and circulars.
For sale at 95 and accrued interest by
B. K. JAMISON & CO., Bankers,
COR. THIRD AND CHESNUT STS.
8 6tf PHILADELPHIA.

SEVEN PER CENT.
First Mortgage Bonds
OF THE
Danville, Hazleton, and Wilkesbarre Railroad Company,
At 85 and Accrued Interest
Clear of all Taxes.
INTEREST PAYABLE APRIL AND OCTOBER.

Persons wishing to make investments are invited to examine the merits of these BONDS.
Pamphlets supplied and full information given by
Sterling & Wildman,
FINANCIAL AGENTS,
No. 110 SOUTH THIRD STREET,
4 13 tf PHILADELPHIA.
Government Bonds and other Securities taken in exchange for the above at best market rates.
B. K. JAMISON & CO.,
SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26§
SILVER
FOR SALE.
C. T. YERKES, Jr., & CO.,
BANKERS AND BROKERS,
No. 20 South THIRD Street.
4 26 PHILADELPHIA.

FINANCIAL.
A DESIRABLE
Safe Home Investment
THE
Sunbury and Lewistown Railroad Company
Offer $1,200,000 Bonds, bearing 7 Per Cent. Interest in Gold, Secured by a
First and Only Mortgage.

The Bonds are issued in
$1000s, $500s and $200s.
The Coupons are payable in the city of Philadelphia on the first days of April and October.
Free of State and United States Taxes.
The price at present is
90 and Accrued Interest in Currency.

This Road, with its connection with the Pennsylvania Railroad at Lewistown, brings the Anthracite Coal Fields 67 MILES nearer the Western and Southwestern markets. With this advantage it will control that trade. The Lumber Trade, and the immense and valuable deposit of ores in this section, together with the thickly peopled district through which it runs, will secure it a very large and profitable trade.

WM. PAINTER & CO.,
BANKERS,
Dealers in Government Securities,
No. 36 South THIRD Street,
8 9 tf§p PHILADELPHIA.

JAY COOKE & CO.
PHILADELPHIA, NEW YORK, AND WASHINGTON,
BANKERS
AND
Dealers in Government Securities.

Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board o Brokers in this and other cities.
INTEREST ALLOWED ON DEPOSITS.
COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.
RELIABLE RAILROAD BONDS FOR INVESTMENT.
Pamphlets and full information given at our office,
No. 114 S. THIRD Street,
PHILADELPHIA. [7 1 3m

UNITED STATES SECURITIES
Bought, Sold and Exchanged on Most Liberal Terms.
GOLD
Bought and Sold at Market Rates.
COUPONS CASHED
Pacific Railroad Bonds
BOUGHT AND SOLD.
Stocks Bought and Sold on Commission Only.

Accounts received and Interest allowed on Daily Balances, subject to check at sight.
DE HAVEN & BRO.,
No. 40 South THIRD Street,
6 11 PHILADELPHIA.

NOTICE.
TO TRUSTEES AND EXECUTORS.

The cheapest investment authorized by law are
General Mortgage Bonds of the Pennsylvania Railroad Company.
APPLY TO
D. C. WHARTON SMITH & CO.,
BANKERS AND BROKERS,
No. 121 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & CO.,
No. 48 SOUTH THIRD STREET,
PHILADELPHIA.
GLENDINNING, DAVIS & AMORY,
No. 17 WALL STREET, NEW YORK,
BANKERS AND BROKERS.
Receive deposits subject to check, allow interest on standing and temporary balances, and execute orders promptly for the purchase and sale of STOCKS, BONDS and GOLD, in either city.
Direct telegraph communication from Philadelphia house to New York. 1 8

FIFTH EDITION
EXTRA
Bazaine Again Defeated.
He Attacks on Wednesday.
Driven Once More into Metz.
Reported Death of the Emperor.

FROM EUROPE.

Bazaine Again Defeated.

LONDON, Sept. 2—4·30 P. M.—Despatches announce that on Wednesday, Aug. 31, Bazaine undertook to cut his way out from the shelter of the fortifications of Metz. The battle lasted all that day and next evening, when on Thursday morning he was again driven within the walls. The losses were extremely severe on both sides.

Death of Napoleon Again Reported.

The death of the Emperor Napoleon is rumored this afternoon, but particulars are so conflicting that the effect at the Exchange is not marked.

THE COAL TRADE.—The following is the amount of Coal transported on the Philadelphia and Reading Railroad during the week ending Thursday, September 1, 1870:—

	Tons. Cwt.
From St. Clair	39,674 11
From Port Carbon	7,101 11
From Pottsville	6,568 09
From Schuylkill Haven	37,735 09
From Pine Grove	6,901 13
From Port Clinton	16,988 02
From Harrisburg and Dauphin	7,141 06
From Allentown and Alburtis	230 05
Anthracite Coal for week	122,391 06
Bituminous Coal from Harrisburg and Dauphin for week	7,457 04
Total for week paying freight	129,853 10
Coal for Company's use	2,906 08
Total all kinds for week	132,764 18
Previously this year	2,171,411 06
Total	2,304,176 04
To Thursday, Sept. 2, 1869	2,788,070 15

FINANCIAL
A LEGAL INVESTMENT
FOR
Trustees, Executors and Administrators.
WE OFFER FOR SALE
$2,000,000
OF THE
Pennsylvania Railroad Co.'s
GENERAL MORTGAGE
Six Per Cent. Bonds at 95
And Interest Added to the Date of Purchase.
All Free from State Tax, and Issued in Sums of $1000.

These bonds are coupon and registered, interest on the former payable January and July 1; on the latter April and October 1, and by an act of the Legislature, approved April 1, 1870, are made a LEGAL INVESTMENT for Administrators, Executors, Trustees, etc. For further particulars apply to
Jay Cooke & Co.,
E. W. Clark & Co.,
W. H. Newbold, Son & Aertsen,
C. & H. Borie. 9 1 1m*

JOHN S. RUSHTON & CO.,
BANKERS AND BROKERS.
SEPTEMBER COUPONS WANTED.
City Warrants
BOUGHT AND SOLD.
No. 50 South THIRD Street,
8 26§ PHILADELPHIA.

ELLIOTT & DUNN
BANKERS
No. 109 SOUTH THIRD STREET,
DEALERS IN ALL GOVERNMENT SECURITIES, GOLD BILLS, ETC.
DRAW BILLS OF EXCHANGE AND ISSUE COMMERCIAL LETTERS OF CREDIT ON THE UNION BANK OF LONDON.
ISSUE TRAVELLERS' LETTERS OF CREDIT ON LONDON AND PARIS, available throughout Europe.
Will collect all Coupons and Interest free of charge for parties making their financial arrangements with us. 4 26§

THE FINE ARTS.
COLLEGE OF ST. BORROMEO.
NEW PHOTOGRAPHIC VIEWS OF ST. BORROMEO COLLEGE,
For the Stereoscope.....25 cents each
Also, Larger, Mounted.....25 cents each
THE BEST MAP OF THE SEAT OF WAR IN EUROPE. $1·50 EACH.
DICKENS' LAST PORTRAIT.
JAMES S. EARLE & SONS,
Looking-Glass Warerooms and Gallery of Paintings,
No. 816 CHESNUT STREET,
PHILADELPHIA.

ONE DOLLAR GOODS FOR 95 CENTS
10 15 fthS DIXON'S No. 21 S. EIGHTH Street.

UMBRELLAS—CHEAPEST IN THE CITY.
DIXON'S, No. 21 S. EIGHTH Street. to 18 mhs

PARIS UNDER DEFEAT.

The French Capital in Peril in Past Times and at the Present.

From the Pall Mall Gazette.

When, in 1813, Paris was declared in a state of siege, and it became an ascertained fact that those contemptible allies were actually on the road towards Paris, an immense thrill went through the capital, and, say contemporary writers, it was a touching sight to behold the patriotism of the masses, old men clamoring for arms, and middle-aged men flying to the frontier to help to repel the invaders. History repeats itself, and the same touching exhibition had been witnessed just about a hundred years before, when it seemed likely that a long era of military glory was going to be crowned by the appearance of M. de Malbrook and M. le Prince Eugene within the precincts of the city gates. On that occasion the old king declared that if the enemy set foot on French soil he would put himself at the head of his nobles and go to meet the foe in person—which was a noble speech, and must have sounded grandly to Mdme. de Maintenon, but which in sober prose meant simply this—that if the army were routed his Majesty would kindly go and add to the confusion by placing himself where he was not wanted. However, the French are nothing if not magniloquent; and Louis XIV could no more have helped delivering a pompous oration than could the withered patriots of 1813 have helped piping shrilly for matchlocks. And yet it must be confessed that the motives which made these old gentlemen of 1813 pipe for matchlocks would not, perhaps, have borne the test of very impartial scrutiny. Already on the return of his Imperial Majesty from the Russian campaign there had been awkward signs that the Paris of January, 1813, was not the Paris of January, 1812. That dignified body, the Senate, had actually been known to look sulky—not defiantly sulky; that would have been a stroke of independence to which those legislators were not quite equal; but ominously sulky, as though saying to their master:—"If you are successful in this next campaign we may hold out the hope that you will find us down on all-fours as previously, but if you fail it will be another story." Among the people the demonstrations had been even more significant. At a review of recruits some workmen of the Faubourg St. Antoine had cried out to the Emperor that they were willing enough to lend him their arms, but that they wanted liberty in exchange; and, while paying a visit to the Halles, Napoleon had been accosted by a fishwoman, who had said to him good-naturedly, but boldly, "When are you going to give us peace, Sire?"—a question which evoked a reply which M. de Las Cases—that sublime Jenkins—appears to think triumphant, for his Majesty's words were, "Mind your own business, woman, and let me do mine." Honest M. Las Cases! According to him it was no business of these poor fish-fags what the conqueror did with their money, their husbands, and their sons.

Well, the new army was raised, departed, and was beaten; and it was then that the immense thrill took place, that the middle-aged men set off for the frontier, and that the old ones clamored for weapons, as above stated. It must have been a touching sight, but it was not an agreeable one to the Ministers, who knew better than to deliver arms to people who might employ them sturdily enough against the enemy, but who might show an unpleasant disinclination to give them up when once the war was over; for the fact is, loyalty was unmistakably on the wane. Leipzig was as a wet blanket on the imperialism of the Parisians; the defeat at Laon fell like an extra bucket of water. After Arcis-sur-Aube people reminded one another that they had been opposed to the empire all along, and that they had always foreseen this from the first. As for the Ministers, they were not comfortable. M. Mollieu, Minister of Finance, looked with an exceedingly dismal face into the State coffers, and brooded over a vacuum. M. Champagny, Duc de Cadore, Minister of Foreign Affairs, enjoyed a *sinecure*, diplomatic relations with foreign powers being momentarily interrupted; M. Bigot de Preameneu, Ministre des Cultes, who had been wont to make bishops march to the rightabout or the leftabout as it suited him, was beginning to find that these holy men showed him their teeth and treated his instructions with coolness, not to say with derision; M. Mole, Minister of Justice, perceived a growing reluctance on the part of the judges to send royalists, and even republicans, to prison, and—what was a much graver sign—M. le Duc de Rovigo, the successor of M. Fouche at the Ministry of Police, no longer tracked out this class of offenders with the same alacrity as of yore. In official drawing-rooms it was admitted that the Emperor had always been rash; in unofficial drawing-rooms that he had never been anything but a knave. The frequenters of cafes wondered how France could have borne him so cravenly; they themselves would have revolted long ago had they found any one to back them. The loudest in the outcry were of course the Senators, who felt it quite repugnant to their consciences to countenance a sovereign who was losing battles. When the day of disaster came these Senators, who had licked the dust off the Conqueror's boots, and had cringed as never Senate cringed before, and as only one Senate has cringed since, were the first to turn round like the magnanimous quadruped who kicked the dying lion. It is true—and we may throw them this reason for their excuse—that France was tired out; so tired, indeed, that when the allied sovereigns rode into Paris the inhabitants gave them an ovation, just as in 1713 the audience at the opera rose *en masse* one night to cheer an Englishman—Milord Bolingbroke—who had brought them peace.

For the French are very fond of peace when they are getting the worst of war. Compare the demeanor of our friends in Paris to-day with their entertaining talk a fortnight ago. What have we done with those invincibles of the Cafe du Helder who gave Mdlles. Lesbie and Lais rendezvous at Berlin? Where have we put those funny pictures of Herr von Bismarck being impelled across the Rhine by an avenging foot? What has become of all those gentlemen who, with broad-sheet maps and colored pins, showed us the precise spot where General von Moltke was to be discomfited? Well, they are not reduced to silence—we will do them that justice; for they vociferate louder than ever, and there is not one of them but is persuaded that if this and that had not happened, and this and that blunder had not been committed, and this and that plan had been followed in preference to this and that other, the French would have triumphed signally. As it is, all is not lost; everything will be repaired soon, and the Prussians will never set foot in Paris—no, never! Alphonse and Jules, the workmen; Achille, the cafe waiter; Hippolyte, the cabman; Ulysses, the costermonger; and Hector, the *petit-creve*, are all agreed upon this point; for it is they who mean to repel the Prussians. "Des armes!" they shout—"Give us arms!" "A la frontiere! La patrie est en danger!"—all this in a voice that makes the street lamps quake and strikes terror into the souls of cab horses. In vain will you point out to these really terrific warriors that they might perhaps help their *patrie* more by remaining quiet. "Who talks of quiet, Monsieur, when the foe is on our soil? Give us arms, and lead us to the enemy." And off they sweep down the Boulevard Montmartre, past the Theatre des Varietes, famous as the birthplace of General Boum.

All these cries, however, are for the public ear; and if you would judge accurately of the state of Achille's, Hector's or Alphonse's soul, you must go seek an interview with those heroes when they are at home in quiet. There is no longer "*Des armes! des armes!*" but (gloomily) "*Oh, cette fichue guerre!*" and then, with a significant shake of the fist, precisely the same muttered threat as fifty-seven years ago, when things were beginning to go strong, and the invading tide was sweeping slowly but surely onwards. Do not believe that Jules and Hector are in any haste to be off to the frontier. There is nothing to tempt them in the account of the Prussian mitrailleurs, nothing much to seduce them in the exploits of the needle-gun. They clamor for arms, it is true, but they have another enemy in view besides Herr von Bismarck, and that enemy knows it. Not in vain is that curious law being voted which sends all the able-bodied of twenty-five to thirty-five to the army, and so empties Paris at one swoop of four-fifths of its revolutionists. When those are gone there will be the married men and the men of forty behind—the same men who, in 1813, clamored for firelocks which were promised them, and withheld (just as they will be again). The same men who, sick of a reign that gave them neither peace nor liberty, and culminated in disaster, came to look upon their enemies as liberators. As we have already said, history repeats itself.

POLITICAL.

☞ FOR SHERIFF,

WILLIAM R. LEEDS,

TENTH WARD. [7 11 tf

☞ FOR REGISTER OF WILLS,

1870,

WILLIAM M. BUNN,

SIXTEENTH WARD.

Late Private Company F, 72d P. V. [7 11 tf

SPECIAL NOTICES.

☞ OFFICE OF THE SCHUYLKILL NAVIGATION COMPANY, NO. 417 WALNUT STREET.

PHILADELPHIA, August 29, 1870.

NOTICE:—Holders of Certificates of this Company's Loans of 1872, 1882, and Boat and Car Loans of 1863 and 1864, are requested to present them on and after September 1, 1870, at this office, in order to receive in commutation therefor the new Certificates as guaranteed by the Philadelphia and Reading Railroad Company.

Receipts will be given for old Certificates, and the new ones will be delivered as soon as they can be signed by the officers of the two companies.

F. FRALEY, President.

S 30 5t

☞ NOTICE.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

AUGUST 25, 1870.

The Annual Meeting of the Stockholders of the Pennsylvania Fire Insurance Company will be held at their office on MONDAY, the 5th day of September next, at 10 o'clock A. M., when an election will be held for nine Directors, to serve for the ensuing year.

S 25 9t WILLIAM G. CROWELL, Secretary.

☞ WEST JERSEY RAILROAD COMPANY.

TREASURER'S OFFICE,
CAMDEN, N. J., Aug. 31, 1870.

NOTICE IS HEREBY GIVEN to the Holders of Bonds of the WEST JERSEY RAILROAD COMPANY of the loan of $400,000, due 1883, that coupons falling due on the first day of September, 1870, will be paid in gold on and after that date at the Company's Office, in CAMDEN, or at Gaw, Bacon & Co., No. 316 WALNUT Street, Philadelphia.

S 31 3t GEORGE J. ROBBINS, Treasurer.

☞ HARPER'S HAIR DYE.—THE ONLY harmless and reliable Dye known. This splendid Hair Dye is perfect. Changes red, rusty, or grey hair, whiskers, or moustache instantly to a glossy black or natural brown, without injuring the hair or staining the skin, leaving the hair soft and beautiful. Only 50 cents for a large box. CALLENDER, THIRD and WALNUT; JOHNSON, HOLLOWAY & COWDEN, No. 602 ARCH Street; TRENWITH, No. 614 CHESNUT Street; YARNELL, FIFTEENTH and MARKET Streets; BROWN, FIFTH and CHESNUT Streets, and all Druggists. 5 31 tf 4p

☞ NOTICE IS HEREBY GIVEN THAT APplication will be made to the Treasurer of the City of Philadelphia for the issue of a new certificate of City Loan in the place of one which has been lost or mislaid, viz., No. 15,169 (Bounty Loan, No. 3) for Five Hundred Dollars, in the name of Susanna Orr, Executrix. JAMES W. PAUL,

S 24 6w* Attorney of Susanna Orr.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE SOUTHWARK BANKING COMPANY, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE STATE OF PENNSYLVANIA BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to ten millions dollars.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,

5 30 tf No. 118 MARKET St., General Agent.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE KEYSTONE STATE BANK, to be located at Philadelphia, with a capital of two hundred and fifty thousand dollars, with the right to increase the same to five hundred thousand dollars.

☞ QUEEN FIRE INSURANCE COMPANY, LONDON AND LIVERPOOL.

CAPITAL, £2,000,000.

SABINE, ALLEN & DULLES, Agents,
2§ FIFTH and WALNUT Streets.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE IRON BANK, to be located at Philadelphia, with a capital of one hundred thousand dollars, with the right to increase the same to one million dollars.

☞ JAMES M. SCOVEL, LAWYER,

No. 113 PLUM STREET, CAMDEN, N. J.

Collections made anywhere inside of New Jersey. S 16 30t

☞ HEADQUARTERS FOR EXTRACTING Teeth with fresh Nitrous-Oxide Gas. Absolutely no pain. Dr. F. R. THOMAS, formerly operator at the Colton Dental Rooms, devotes his entire practice to the painless extraction of teeth. Office, No. 911 WALNUT Street. 1 26

☞ BATCHELOR'S HAIR DYE.—THIS SPLENdid Hair Dye is the best in the world, the only true and perfect Dye. Harmless—Reliable—Instantaneous—no disappointment—no ridiculous tints—"*Does not contain Lead nor any Vitalic Poison to injure the Hair or System.*" Invigorates the Hair and leaves it soft and beautiful; Black or Brown.

Sold by all Druggists and dealers. Applied at the Factory, No. 16 BOND Street, New York. [4 27 mwf

☞ TREGO'S TEABERRY TOOTHWASH.

It is the most pleasant, cheapest and best dentifrice extant. Warranted free from injurious ingredients.

It Preserves and Whitens the Teeth!
Invigorates and Soothes the Gums!
Purifies and Perfumes the Breath!
Prevents Accumulation of Tartar!
Cleanses and Purifies Artificial Teeth!
Is a Superior Article for Children!

Sold by all druggists and dentists.

A. M. WILSON, Druggist, Proprietor,
S 2 10m Cor. NINTH AND FILBERT Sts., Philada.

☞ NOTICE IS HEREBY GIVEN THAT AN application will be made at the next meeting of the General Assembly of the Commonwealth of Pennsylvania for the incorporation of a Bank, in accordance with the laws of the Commonwealth, to be entitled THE ANTHRACITE BANK, to be located at Philadelphia, with a capital of five hundred thousand dollars, with the right to increase the same to two million dollars.

☞ WARDALE G. McALLISTER, Attorney and Counsellor at Law, No. 303 BROADWAY, New York.

COAL.

THE LEHIGH COAL AND Navigation Company

Is now prepared to deliver to families in any part of the city or Germantown their well-known

"OLD COMPANY LEHIGH COAL,"

OR THE

Newport Coal,

From their mines in the Wyoming Valley. As the Company MINES, TRANSPORTS AND SELLS its own Coal, the public are assured of GOOD QUALITY, FULL WEIGHT, AND PROMPT DELIVERY.

Parties buying Coal at the

PRESENT LOW PRICES

Can have it delivered at such time as best suits them during the present season.

Orders received at the Company's Office,
No. 122 South SECOND Street,
AT THEIR COAL YARDS,
No. 904 RICHMOND Street,
S 26 3m] AMERICA Street, above Diamond,
Or at the Yard of J. T. Roberts & Bro., Germantown

ISAAC K. WRIGHT & SON, LEHIGH COAL,

OFFICE:

No. 124 South SECOND Street.

YARDS:

CORNER EIGHTH and MASTER,

No. 818 SWANSON Street, above Queen. S 29 6trp

BEST QUALITY HARD AND FREE-BURNING ANTHRACITE AND BITUMINOUS COAL at owest market prices. Shamokin and Lorberry Nut for carters at liberal discount.

EASTWICK & BRO.,
Yards, TWENTY-SECOND and WASHINGTON Av.
Office, No. 228 DOCK Street. S 29rp tf

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY, ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust, and Safe Deposit Company,

OF PHILADELPHIA,

IN THEIR

New Marble Fire-proof Building,

Nos. 320-331 CHESNUT Street.

Capital subscribed, **$1,000,000**; paid, **$533,000.**

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST, at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent.

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne,	Alexander Henry,
Clarence H. Clark,	Stephen A. Caldwell,
John Welsh,	George F. Tyler,
Charles Macalester,	Henry C. Gibson,
Edward W. Clark,	J. Gillingham Fell,
Henry Pratt McKean.	[5 13fmw§

FURNITURE, ETC.

HOVER'S

Celebrated Patent Sofa Bedstead

Is now being made and sold in large numbers both in France and England. Can be had only at the manufactory. This piece of furniture is in the form of a handsome PARLOR SOFA, yet in one minute, without unscrewing or detaching in any way, it can be extended into a beautiful FRENCH BEDSTEAD, with Spring Hair Mattress complete. It has the convenience of a Bureau for holding, is easily managed, and it is impossible for it to get out of order. This Sofa Bedstead requires no props, hinges, feet, or ropes to support it when extended, as all other sofa beds and lounges have, which are all very unsafe and liable to get out of repair, but the Bedstead is formed by simply turning out the ends or closing them when the Sofa is wanted. The price is about the same as a lounge. An examination of this novel invention is solicited.

H. F. HOVER,

5 24 tuf6m No. 230 South SECOND Street, Philada.

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc., etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc., etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
S 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

JOHN H. MURPHY, President,
PHILADELPHIA, PA.

MANUFACTURE WROUGHT-IRON PIPE and Sundries for Plumbers, Gas and Steam Fitters. WORKS, TWENTY-THIRD and FILBERT Streets. Office and Warehouse,

4 1 No. 42 N. FIFTH Street.

REAL ESTATE AT AUCTION.

NOTICE.

By virtue and in execution of the powers contained in a Mortgage executed by

THE CENTRAL PASSENGER RAILWAY COMPANY

of the city of Philadelphia, bearing date the eighteenth day of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said mortgage

WILL SELL AT PUBLIC AUCTION,

at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by

MESSRS. THOMAS & SONS, Auctioneers,

at 12 o'clock M., on TUESDAY, the eighteenth day of October, A. D. 1870, the property described in and conveyed by the said mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a Ground Rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the S. E. corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 4. Four Steam Dummy Cars, twenty feet long by nine feet two inches wide, with all the necessary steam machinery, seven-inch cylinder, with ten-inch stroke of piston, with heating pipes, &c. Each will seat thirty passengers, and has power sufficient to draw two extra cars.

NOTE.—These cars are now in the custody of Messrs. Grice & Long, at Trenton, New Jersey, where they can be seen. The sale of them is made subject to a lien for rent, which on the first day of July, 1870, amounted to $600.

No. 5. The whole road, plank road, and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2, and 3,) roadway, railway, rails, rights of way, stations, toll houses, and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway, and relating thereto, and all the tolls, income, issues, and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4,) machinery, tools, implements, and materials connected with the proper equipment, operating and conducting of said road, plank road, and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments and appurtenances whatsoever, unto any of the abovementioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said Company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off Fifty Dollars, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER,
S 13 6tt W. W. LONGSTRETH, } Trustees.

WATCHES, JEWELRY, ETC.

LEWIS LADOMUS & CO.
DIAMOND DEALERS & JEWELERS.
WATCHES, JEWELRY & SILVER WARE.
WATCHES and JEWELRY REPAIRED.
802 Chestnut St., Phila.

BAND BRACELETS.

CHAIN BRACELETS.

We have just received a large and beautiful assortment of

Gold Band and Chain Bracelets,

Enamelled and engraved, of all sizes, at very low low prices. New styles constantly received.

WATCHES AND JEWELRY in great variety.

LEWIS LADOMUS & CO.,
5 11 fmw§ No. 802 CHESNUT Street.

TOWER CLOCKS.

G. W. RUSSELL,

No. 22 NORTH SIXTH STREET,

Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES AND JEWELRY,
S. E. corner SEVENTH and CHESNUT Streets,
3 25] Second floor, and late of No. 35 S. THIRD St.

GENT.'S FURNISHING GOODS.

PATENT SHOULDER-SEAM SHIRT MANUFACTORY,

AND GENTLEMEN'S FURNISHING STORE.

PERFECTLY FITTING SHIRTS AND DRAWERS made from measurement at very short notice.

All other articles of GENTLEMEN'S DRESS GOODS in full variety.

WINCHESTER & CO.,
11 2 No. 706 CHESNUT Street.

The most durable Green will not fade, is brighter Color costs less than any other because it will paint twice as much surface, Ground pure only by the manufacturers Sold by all paint dealers, Office 12 S. Ninth St.

INSURANCE.

Life Insurance for the People!

HOMESTEAD

LIFE INSURANCE COMPANY

OF PENNSYLVANIA,

OFFICE:

No. 701 CHESNUT Street,

PHILADELPHIA.

To place Life Insurance within reach of all, has adopted a system of

MONTHLY PAYMENT OF PREMIUMS

Peculiarly adapted to the ability of ALL WORKING FOR SALARIES OR WAGES.

Special attention is called to this Company's

GRADUATING POLICY,

An original feature, designed to protect shareholders in Building Associations, and all others who have borrowed money or purchased property payable in instalments extending over a series of years, by CANCELLING any balance of indebtedness remaining UNPAID in case of DEATH.

THIS COMPANY ISSUES

All the ordinary forms of Life and Endowment Policies at low rates of Premium, on the Participating Plan, with but few restrictions as to occupation, and NONE AS TO TRAVEL OR RESIDENCE.

Pamphlets containing full information may be obtained at the Company's office.

WILLIAM M. SEYFERT, President.

LAURENCE MYERS, Vice-President. R. W. DORPHLEY, Secretary.

B. E. DAVIS, Superintendent of Agencies. [4 9 6m

Active and responsible men wanted as Agents.

INSURANCE COMPANY OF NORTH AMERICA.

JANUARY 1, 1870.

Incorporated 1794.	Charter Perpetual.
CAPITAL	$500,000
ASSETS	$2,783,581
Losses paid since organization	$23,000,000
Receipts of Premiums, 1869	$1,991,837 45
Interest from Investments, 1869	114,696 74
	$2,106,534 19
Losses paid, 1869	$1,035,386 84

STATEMENT OF THE ASSETS.

First Mortgages on City Property	$766,450
United States Government and other Loan Bonds	1,123,846
Railroad, Bank and Canal Stocks	55,708
Cash in Bank and Office	247,620
Loans on Collateral Security	82,588
Notes Receivable, mostly Marine Premiums	231,944
Accrued Interest	20,357
Premiums in course of transmission	55,198
Unsettled Marine Premiums	100,900
Real Estate, Office of Company, Philadelphia	30,000
	$2,783,581

DIRECTORS.

Arthur G. Coffin,	Francis R. Cope,
Samuel W. Jones,	Edward H. Trotter,
John A. Brown,	Edward S. Clarke,
Charles Taylor,	T. Charlton Henry,
Ambrose White,	Alfred D. Jessup,
William Welsh,	Louis C. Madeira,
S. Morris Wain,	Charles W. Cushman,
John Mason,	Clement A. Griscom,
George L. Harrison,	William Brockie.

ARTHUR G. COFFIN, President.
CHARLES PLATT, Vice-President.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary. 3 4

1829. CHARTER PERPETUAL. **1870.**

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Aug. 1, '70 $3,009,888 24

CAPITAL	$400,000 00
ACCRUED SURPLUS AND PREMIUMS	2,609,888 24
INCOME FOR 1870, $810,000.	LOSSES PAID IN 1869, $144,908 42.

Losses paid since 1829 over $5,500,000.

Perpetual and Temporary Policies on Liberal Terms.

The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents, and Mortgages.

The "FRANKLIN" has no DISPUTED CLAIM.

DIRECTORS.

Alfred G. Baker,	Alfred Fitler,
Samuel Grant,	Thomas Sparks,
George W. Richards,	William S. Grant,
Isaac Lea,	Thomas S. Ellis,
George Fales,	Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary. [2 19
THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION.

INCORPORATED MARCH 17, 1820.

OFFICE,

No. 34 NORTH FIFTH STREET,

INSURE

BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY

From Loss by fire (in the City of Philadelphia only)

ASSETS, JANUARY 1, 1870, $1,572,734.

TRUSTEES.

William H. Hamilton,	Charles P. Bower,
John Carrow,	Jesse Lightfoot,
George I. Young,	Robert Shoemaker,
Jos. R. Lyndall,	Peter Armbruster,
Levi P. Coats,	M. H. Dickinson,
Samuel Sparhawk,	Peter Williamson,
	Joseph E. Schell.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary.

THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.

No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,	Thomas Smith,
Isaac Hazlehurst,	Henry Lewis,
Thomas Robins,	J. Gillingham Fell,
John Devereux,	Daniel Haddock,
	Franklin A. Comly.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.

FIRE INSURANCE EXCLUSIVELY.

PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full) $200,000 00
CASH Assets, July 1, 1870 ..... 550,732 90

DIRECTORS.

F. Ratchford Starr,	J. Livingston Erringer,
Naibro Frazier,	James L. Claghorn,
John M. Atwood,	Wm. G. Boulton,
Benj. T. Tredick,	Charles Wheeler,
George H. Stuart,	Thomas H. Montgomer
John H. Brown,	James M. Aertsen.

F. RATCHFORD STARR, President.
THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office southeast corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES

On Vessels, Cargo and Freight to all parts of the world.

INLAND INSURANCES

On goods by river, canal, lake and land carriage all parts of the Union.

FIRE INSURANCES

Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY November 1, 1869.

$300,000 United States Five Per Cent. Loan, ten-forties	$316,000 00
100,000 United States Six Per Cent. Loan (lawful money)	107,750 00
50,000 United States Six Per Cent. Loan, 1881	60,000 00
$90,000 State of Pennsylvania Six Per Cent. Loan	$13,950 00
$90,000 City of Philadelphia Six Per Cent. Loan (exempt from tax)	$90,925 00
100,000 State of New Jersey Six Per Cent. Loan	92,000 00
$2,000 Pennsylvania Railroad First Mortgage Six Per Cent. Bonds	650 00
$20,000 Pennsylvania Railroad Second mortgage Six per Cent. Bonds	$20,622 00
$25,000 Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000 00
$20,000 State of Tennessee Five Per Cent. Loan	15,000 00
7,000 State of Tennessee Six Per Cent. Loan	4,270 00
13,500 Pennsylvania Railroad Company, 250 shares stock	14,000 00
3,000 North Pennsylvania Railroad Company, 100 shares stock	2,900 00
10,000 Philadelphia and Southern Mail Steamship Company, 80 shares stock	7,500 00
$46,200 Loans on Bond and Mortgage, first liens on City Properties	$46,200 00
$1,231,400 Par.	Market value, $1,255,270 00
	Cost, $1,215,622 27.
Real Estate	36,000 00
Bills Receivable for Insurances made	$22,700 75
Balances due at Agencies:— Premiums on Marine Policies, Accrued Interest, and other debts due the Company	65,067 95
Stock, Scrip, etc., of Sundry Corporations, $4706. Estimated value	2,740 20
Cash in Bank	$163,318 88
Cash in Drawer	972 26
	169,291 14
	$1,352,100 04

DIRECTORS.

Thomas C. Hand,	Samuel E. Stokes,
John C. Davis,	William G. Boulton,
Edmund A. Souder,	Edward Darlington,
Theophilus Paulding,	H. Jones Brooke,
James Traquair,	Edward Lafourcade.
Henry Sloan,	Jacob Riegel,
Henry C. Dallett, Jr.,	Jacob P. Jones,
James C. Hand,	James B. McFarland,
William C. Ludwig,	Joshua P. Eyre,
Joseph H. Seal,	Spencer McIlvain,
Hugh Craig,	H. Frank Robinson,
John D. Taylor,	J. B. Semple, Pittsburg,
George W. Bernadou	A. B. Berger, Pittsburg,
William C. Houston,	D. T. Morgan, Pittsburg

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 1 1

ASBURY LIFE INSURANCE CO. NEW YORK.

LEMUEL BANGS, President.
GEORGE ELLIOTT, Vice-President and Sec'y.
EMORY McCLINTOCK, Actuary.

PENNSYLVANIA STATE AGENCY,

JAMES M. LONGACRE, Manager.
H. C. WOOD, JR., M. D., Medical Examiner.

Office, 302 WALNUT St., Philadelphia.

REV. S. POWERS, Special Agent.

JAMES M. LONGACRE, General Agent,
5 23 mwfly No. 302 WALNUT Street, Philadelphia

FAME INSURANCE COMPANY,

No. 809 CHESNUT Street.

INCORPORATED 1856. CHARTER PERPETUAL.

CAPITAL $200,000.

FIRE INSURANCE EXCLUSIVELY.

Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,	Robert Pearce,
William H. Rhawn,	John Kessler, Jr.,
William M. Seyfert,	Edward B. Orne,
John F. Smith,	Charles Stokes.
Nathan Hilliers,	John W. Everman,
George A. West,	Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD, Secretary. 7 23

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD

PREVOST & HERRING, Agents,

4§ No. 107 S. THIRD Street, Philadelphia.

CHAS. M. PREVOST CHAS. P. HERRING

PROPOSALS.

OFFICE OF THE CHIEF QUARTERMASTER, THIRD DISTRICT, DEPARTMENT OF THE EAST.

PHILADEL

QUEEN VICTORIA.

Complaints from the English Press of the Remoteness of the Queen's Residence—Hints at a Regency.

From the London Economist.

In opposition to many Liberals the *Economist* has always maintained that constitutional monarchy—a monarchy, that is, in which the monarch is only a permanent member of the governing committee elected by Parliament—has some great advantages over a republic. It is better fitted to carry on the traditions of the departments, restrains ambitions which might otherwise become too fierce, and, above all, by creating among the educated a feeling of awe, a sense that law must be powerful because it is visible, diminishes the necessity for the exhibition of force. We do not need bayonets to disperse crowds. Society in England without a Queen would have to treat evil-doers much more sternly, and control roughs by a much more unmistakable display of its power, if necessary, to shoot them down. Even the etiquette which surrounds monarchy, tiresome and unreal as it often is, acts constantly as a buffer to break the collisions between political parties whose violence might otherwise shake the fabric of society. These are great advantages, but it must be acknowledged that occasionally we seem to purchase them rather dearly, and it is folly to deny that the Queen has of late years once or twice compelled politicians to reflect upon the price. The best of constitutionalists, the most forbearing of sovereigns, her Majesty presses etiquette until it becomes an almost unendurable oppression, not indeed to her people but to her immediate advisers. The sovereign is the first officer of the State, but it is etiquette to consider that she is something more—the pivot of State organization, the centre upon which everything depends, where she is, there is the nominal seat of constitutional power. Her signature even to documents she never dreams of reading is indispensable; her consent even to acts in which she has no voice must not only be obtained but accompanied by certain formalities; her advisers, although all powerful, in theory derive their power from acting in her name. The presence of the sovereign validates their acts, and for years past Queen Victoria has refused to be present at the seat of government. For years she has never slept in London, and all public acts, even acts as important as the swearing in of a new Cabinet, have been performed at Windsor—a place twice the distance of Versailles from Paris. Ancient tradition and a good railway service make Windsor tolerable to politicians; but the Queen greatly prefers places at the extremity of the kingdom—her marine residence in the Isle of Wight, her mountain home at the extremity of Scotland—and she acts upon this preference like any private noble. Whatever the exigency of national affairs, whatever the necessity of speed in official action, whatever the desire of any cabinet to consult its most experienced member, the sovereign flies, whenever she desires relief, to Osborne or to Balmoral; and her Ministers, all men loaded with anxieties, all men to whom time is precious, all men in the later maturity of life, have to waste precious hours and still more precious strength in railway journeys which would exhaust the young. A great war, perhaps the greatest of this century, is ravaging the Continent. Great Britain, for the first time since 1864, has been compelled in so many words to offer battle. Her aid is sought in negotiations which will affect the whole future of the world. Business of the last importance is astir in the two departments, the Foreign Office and the War Office, in which nothing can be done without her Majesty's signature and her Majesty's consent. And the Queen, who has been staying for weeks at one extremity of her kingdom, flies suddenly to a point still more remote, a place actually further from London than Nice from Paris, and there requires her Ministers' attendance. Every despatch is delayed three days, and the Premier, a man of sixty-one, worn out with the labors of a most severe session, is compelled to expend forty-eight hours at a time in railway travelling to and from a place so completely in the desert that it is twenty miles beyond railway communication. The interruption to business is extreme, the hardship to individuals excessive, and except the etiquette of monarchy it has literally no justification. No officer of state not sheltered by that etiquette would be permitted so to interrupt the progress of affairs. It may be said that her Majesty requires rest, but that, though a good argument as against London, is no argument as against Windsor, where the Queen possesses spaces, solitudes, air, woods, waters, as attractive as those of Balmoral. Nor indeed can we admit that in the case of any great officer of State health can be admitted as a final argument for choice of residence. It is only an argument for taking leave, leave which, under our system, the sovereign does not take. If, as in France, departure from the capital implied the establishment of a regency, or if the Premier were thereby enabled to act on his own authority, it would neither be courteous nor useful to raise the smallest objection. But the etiquette which demands the signature of the Queen demands also the attendance of the Minister, and thus, in a monarchy useful mainly because it enforces etiquettes, one of them is made visible as an impediment to public business. The telegraph is in this matter no help, nor is any readiness in correspondence. The Minister must go in person, and he could go to Paris in half the time and with not more than half the suffering. An etiquette which distinctly diminishes the efficiency, the comfort, and the rest of the entire Cabinet, is an etiquette which sooner or later is certain to break down; and as we do not want it to break down, it may be worth while to consider whether it could not be met by another etiquette as powerful as itself. Suppose we add another constitutional fiction to the number already existing, and hold that the sovereign always is either in London or Windsor, and if he is absent permit the Premier to assume that he is present, and to sign documents in his name—there would be no harm done to the country, which already hold the Premier and not the Sovereign responsible, and none to the monarchy, for the wearer of the Crown can always be present in London or Windsor at his pleasure. It would not be even an apparent step towards republicanism, while it would secure the first principle of popular institutions, that the welfare of the State is to override all considerations of etiquette, of individual comfort, or even of individual well-being.

J. T. EASTON. J. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 CORTIES SLIP, New York.
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

RAILROAD LINES.

PHILADELPHIA AND ERIE RAILROAD, SUMMER TIME TABLE.
On and after MONDAY, May 30, 1870, the trains on the Philadelphia and Erie Railroad run as follows from Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	10·20 P. M.
" " Williamsport	8 00 A. M.
arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	10·50 A. M.
" " Williamsport	8·15 P. M.
" arrives at Erie	7·25 A. M.
ELMIRA MAIL leaves Philadelphia	7·50 A. M.
" " Williamsport	6·00 P. M.
" arrives at Lock Haven	7·20 P. M.
BALD EAGLE MAIL leaves Williamsport	1·30 P. M.
" " " arrives at Lock Haven	2·45 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	8·50 A. M.
" " Williamsport	9·25 P. M.
" arrives at Philadelphia	6·20 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·15 A. M.
" arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Williamsport	9·45 A. M.
" arrives at Philadelphia	9 50 P. M.
BUFFALO EXP. leaves Williamsport	12 25 A. M.
" " Harrisburg	5 20 A. M.
" arrives at Philadelphia	9·25 A. M.
BALD EAGLE MAIL leaves L. Haven	11 35 A. M.
" " arr. Williamsp't	12 50 P. M.
BALD EAGLE EX. leaves Lock Haven	9·35 P. M.
" " arr. Williamsport	10·50 P. M.

Express Mail and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.
WM. A. BALDWIN,
General Superintendent.

CAMDEN AND ATLANTIC RAILROAD
SHORTEST ROUTE TO THE SEA SHORE.
THROUGH IN 1¾ HOURS.
FIVE TRAINS DAILY TO ATLANTIC CITY.
On and after SATURDAY, July 2, 1870, trains will leave VINE STREET FERRY as follows:—
Special Excursion (when engaged)..... 6·15 A. M
Mail..... 8·00 A. M.
Freight (with passenger car)..... 9·45 A. M
Express (through in 1¾ hours)..... 3·30 P. M.
Atlantic Accommodation..... 4·15 P. M.
Returning leave Atlantic—
Special Excursion..... 5·35 P. M.
Mail..... 4·35 P. M.
Freight (with passenger car)..... 11·50 A. M.
Express (through in 1¾ hours)..... 7·24 A. M.
Atlantic Accommodation..... 6·06 A. M.
LOCAL TRAINS LEAVE—
For Haddonfield, 10·15 A. M., 2 P. M. and 6 P. M.
For Atco and intermediate stations, 10·15 A. M and 6 P. M.
Returning, leave—
Haddonfield at 7·15 A. M., 1 P. M., and 8 P. M
Atco, at 6·22 A. M. and 12·15, noon.
ON SUNDAYS.
Leave Vine Street Ferry at..... 8·00 A. M.
" Atlantic City at..... 4·35 P. M.
The Union Transfer Company, No. 828 Chesnut street (Continental Hotel), and No. 116 Market street, will call for baggage and check to destination.
Additional ticket offices have been located at No. 828 Chesnut street and No. 116 Market street for the sale of through tickets only.
Passengers are allowed to take wearing apparel only as baggage, and the Company will not be responsible for an amount exceeding one hundred dollars, unless a special contract is made for the same. D. H. MUNDY,
6 28 Agent.

WEST JERSEY RAILROADS.
COMMENCING MONDAY, AUGUST 29, 1870.
Leave Philadelphia, foot of Market street (upper ferry), at
8·00 A. M., Mail for Bridgeton, Salem, Vineland, Millville, Swedesboro, and intermediate stations.
9 00 A. M. Mail and Express for Cape May.
11 45 A. M., Woodbury Accommodation.
3 15 P. M., Accommodation for Cape May, Millville, Vineland, and way stations below Glassboro.
3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and intermediate stations.
4·00 P. M., Fast Express, for Cape May Saturdays only.
5 45 P. M., Passenger for Swedesboro and Clayton, stopping at all stations on signal.
Sunday Mail Train leaves Philadelphia at 7·15 A. M.; returning, leaves Cape May at 5·10 P. M.
Commutation tickets at reduced rates between Philadelphia and all stations.
Freight Train leaves Camden daily at 9·30 A. M., stopping at all stations between Glassboro and Cape May, and 12 o'clock noon for Swedesboro Salem, and Bridgeton.
Freight received in Philadelphia at second covered wharf below Walnut street.
Freight delivery at No. 228 S. Delaware avenue
8 15 WM. J. SEWELL, Superintendent.

LUMBER.

1870	SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK.	1870
1870	SEASONED CLEAR PINE. SEASONED CLEAR PINE. CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.	1870
1870	FLORIDA FLOORING. FLORIDA FLOORING. CAROLINA FLOORING. VIRGINIA FLOORING. DELAWARE FLOORING. ASH FLOORING. WALNUT FLOORING. FLORIDA STEP BOARDS. RAIL PLANK.	1870
1870	WALNUT BOARDS AND PLANK. WALNUT BOARDS AND PLANK. WALNUT BOARDS. WALNUT PLANK.	1870
1870	UNDERTAKERS' LUMBER. UNDERTAKERS' LUMBER. RED CEDAR. WALNUT AND PINE.	1870
1870	SEASONED POPLAR. SEASONED CHERRY. ASH. WHITE OAK PLANK AND BOARDS, HICKORY.	1870
1870	CIGAR BOX MAKERS' CIGAR BOX MAKERS' SPANISH CEDAR BOX BOARDS, FOR SALE LOW.	1870
1870	CAROLINA SCANTLING. CAROLINA H. T. SILLS. NORWAY SCANTLING.	1870
1870	CEDAR SHINGLES. CYPRESS SHINGLES. MAULE, BROTHER & CO., No. 2500 SOUTH Street.	1870

11§

PANEL PLANK, ALL THICKNESSES.—COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4½ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY,
Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
5 31 6m No. 1715 RIDGE Avenue, north of Poplar St.

United States Builders' Mill,
FIFTEENTH Street, Below Market.

ESLER & BROTHER,
PROPRIETORS.
Wood Mouldings, Brackets and General Turning Work, Hand-rail Balusters and Newel Posts. (9 1 3m
A LARGE ASSORTMENT ALWAYS ON HAND.

BUILDING MATERIALS.

R. R. THOMAS & CO.,
DEALERS IN
Doors, Blinds, Sash, Shutters
WINDOW FRAMES, ETC.,
N. W. CORNER OF
EIGHTEENTH and MARKET Streets
4 12 12m PHILADELPHIA.

PATENTS.

STATE RIGHTS FOR SALE.—STATE RIGHTS of a valuable Invention just patented, and for the SLICING, CUTTING, and CHIPPING of dried beef, cabbage, etc., are hereby offered for sale. It is an article of great value to proprietors of hotels and restaurants, and it should be introduced into every family. STATE RIGHTS FOR SALE Model can be seen at TELEGRAPH OFFICE COOPER'S POINT, N. J.
1 27tf MUNDY & HOFFMAN.

RAILROAD LINES.

READING RAILROAD—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming Valleys, the North, Northwest, and the Canadas.
SPRING ARRANGEMENT
Of Passenger Trains, May 16, 1870.
Leaving the Company's Depot at Thirteenth and Callowhill streets, Philadelphia, at the following hours:—
MORNING ACCOMMODATION.
At 7·30 A. M. for Reading and all intermediate stations, and Allentown. Returning, leaves Reading at 6·35 P. M.; arrives in Philadelphia at 9·25 P.M.
MORNING EXPRESS.
At 8·15 A. M. for Reading, Lebanon, Harrisburg, Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falls, Buffalo, Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.
The 7·30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8·15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; at PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira; etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehana trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.
AFTERNOON EXPRESS.
Leaves Philadelphia at 3·30 P. M. for Reading Pottsville, Harrisburg, etc.; connecting with Reading and Columbia Railroad trains for Columbia, etc
POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6·25 A. M., stopping at intermediate stations; arrives in Philadelphia at 8·40 A. M. Returning, leaves Philadelphia at 4·00 P. M.; arrives in Pottstown at 6·15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leave Pottsville at 5·40 A. M. and 4·20 P. M., and Reading at 7 30 A. M. and 6·35 P. M., stopping at all way stations; arrive in Philadelphia at 10·20 A. M. and 9 25 P. M.
Returning, leaves Philadelphia at 5·15 P. M.; arrives in Reading at 7·55 P. M., and at Pottsville at 9·40 P. M.
Morning Express trains for Philadelphia leave Harrisburg at 8·10 A. M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon Express trains leave Harris-burg at 2·50 P. M., and Pottsville at 2·50 P. M., arriving at Philadelphia at 7·00 P. M.
Harrisburg Accommodation leaves Reading at 7·15 A. M. and Harrisburg at 4·10 P. M. Connecting at Reading with Afternoon Accommodation south at 6·55 P. M., arriving in Philadelphia at 9·25 P. M.
Market train, with a passenger car attached, leaves Philadelphia at 12·30 noon, for Reading and all way stations; leaves Pottsville at 5·40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations.
All the above trains run daily, Sundays excepted.
Sunday trains leave Pottsville at 8 A. M., and Philadelphia at 3·15 P. M. Leave Philadelphia for Reading at 8 A. M.; returning from Reading at 4·25 P. M. These trains connect both ways with Sunday trains on Perkiomen and Colebrookdale Railroads.
CHESTER VALLEY RAILROAD.
Passengers for Downingtown and intermediate points take the 7·30 A. M., 12·30, and 4·00 P. M. trains from Philadelphia. Returning from Downingtown at 6·20 A. M., 12·45, and 5·15 P. M.
PERKIOMEN RAILROAD.
Passengers for Schwenksville take 7·30 A. M., 12·30, and 5·15 P. M. trains from Philadelphia, returning from Schwenksville at 6·45 and 8·05 A. M., 12 45 noon, and 4·15 P. M. Stage lines for various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.
COLEBROOKDALE RAILROAD.
Passengers for Mount Pleasant and intermediate points take the 7·30 A. M. and 4·00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7·00 and 11·00 A. M.
NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.
Leave New York at 9·00 A. M. and 5·00 P. M., passing Reading at 1·45 and 10·05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.
Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5·35 A. M. and 8·50 A. M., passing Reading at 7·23 A. M. and 10·40 A. M., arriving at New York 12·05 noon and 3·00 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.
A Mail train for New York leaves Harrisburg at 8·10 A. M. and 2 10 P. M. Mail train for Harrisburg leaves New York at 12 M.
SCHUYLKILL VALLEY RAILROAD.
Trains leave Pottsville at 6·30 and 11·30 A. M., and 4·50 P. M., returning from Tamaqua at 8·35 A. M., and 1·40 and 4 50 P. M.
SCHUYLKILL AND SUSQUEHANNA RAILROAD.
Trains leave Auburn at 8·55 A. M. for Pinegrove and Harrisburg, and at 12·05 noon for Pinegrove, Tremont, and Brookside, returning from Harrisburg at 3 40 P. M., from Brookside at 3 45 P. M., and from Tremont at 6·25 A. M. and 5·05 P. M.
TICKETS.
Through first-class tickets and emigrant tickets to all the principal points in the North and West and Canadas.
Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.
Excursion Tickets to Philadelphia, good for one day only, are sold at Pottsville and intermediate stations by Reading and Pottsville and Pottstown Accommodation Trains, at reduced rates.
The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.
COMMUTATION TICKETS.—At 25 per cent. discount, between any points desired, for families and firms.
MILEAGE TICKETS.—Good for 2000 miles, between all points, at $47·00 each, for families and firms.
SEASON TICKETS.—For one, two, three, six, nine, or twelve months, for holders only, to all points, at reduced rates.
CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.
EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket Office, at Thirteenth and Callowhill streets.
FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.
MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2 15 P. M.
FREIGHT TRAINS leave Philadelphia daily at 4·35 A. M., 12·30 noon, 5 and 7·15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.
BAGGAGE.—Dungan's Express will collect baggage for all trains leaving Philadelphia Depot. Orders can be left at No. 256 S. FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL Streets.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.
On and after MONDAY, April 4, 1870, trains will leave from the Depot, THIRTY-FIRST and CHESNUT, as follows:—
FROM PHILADELPHIA.
6·45 A.M., for B. C. Junction, stops at all stations.
7·15 A.M., for West Chester, stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and stations on the P. and B. C. R. R.
9·40 A. M. for West Chester stops at all stations.
11·50 A. M. for B. C. Junction stops at all stations.
2·30 P. M. for West Chester stops at all stations.
4·15 P. M. for B. C. Junction stops at all stations.
4·45 P. M. for West Chester stops at all stations west of Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
5·00 P. M. for B. C. Junction. This train commences running on and after June 1, 1870, stopping at all stations.
6·55 P. M. for West Chester stops at all stations.
11·30 P. M. for West Chester stops at all stations.
FOR PHILADELPHIA.
5·25 A. M. from B. C. Junction stops at all stations.
6 30 A. M. from West Chester stops at all stations.
7·40 A. M. from West Chester stops at all stations between W. C. and Media (except Greenwood), connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
8·15 A. M. from B. C. Junction stops at all stations.
10·00 A. M. from West Chester stops at all stations.
1·05 P. M. from B. C. Junction stops at all stations.
1·55 P. M. from West Chester stops at all stations.
4·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction for Oxford, Kennett, Port Deposit, and all stations on the P. & B. C. R. R.
6·55 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
9·00 P. M. from B. C. Junction. This train commences running on and after June 1st, 1870, stopping at all stations.
ON SUNDAYS,
8·05 A. M. for West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
2·30 P. M. for West Chester stops at all stations.
4·30 A. M. from West Chester stops at all stations.
7·50 P. M. from West Chester stops at all stations, connecting at B. C. Junction with P. & B. C. R. R.
W. C. WHEELER, Sup't.

RAILROAD LINES.

1870.—FOR NEW YORK—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.
FROM WALNUT STREET WHARF.
At 6·30 A. M., Accommodation, and 2 P. M., Express, via Camden and Amboy, and at 8 A. M., Express Mail, and 3·30 P. M., Accommodation, via Camden and Jersey City.
VIA NEW JERSEY SOUTHERN RAILROAD.
At 7 A. M. and 3·30 P. M. for New York, Long Branch, and intermediate places.
At 6 P. M., for Amboy and intermediate stations.
At 6·30 A. M., 2 and 3·30 P. M. for Freehold.
At 8 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.
At 6·30, 8, and 10 A. M., 12 M., 2, 3·30, 5, 6, 8, and 11·30 P. M. for Bordentown, Florence, Burlington, Beverly, Delanco, and Riverton.
At 6·30 and 10 A. M., 12 M., 3·30, 5, 6, 8, and 11·30 P. M. for Edgewater, Riverside, Riverton, and Palmyra.
At 6·30 and 10 A. M., 12 M., 5, 6, 8, and 11·30 P. M. for Fish House.
The 11·30 P. M. line leaves from Market Street Ferry (upper side).
FROM KENSINGTON DEPOT.
At 7·30 A. M., 2·30, 3·30, and 5, P. M. for Trenton and Bristol, and at 10·45 A. M. and 6 P. M. for Bristol.
At 7·30 A. M., 2·30, and 5 P. M. for Morrisvil and Tullytown.
At 7 30 and 10·45 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.
At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.
At 7 and 10·45 A. M., 12 30, 2·30, 5 15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.
FROM WEST PHILADELPHIA DEPOT,
Via Connecting Railroad.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M., New York Express Lines, and at 11·30 P. M., Emigran Line, via Jersey City.
At 7 and 9·30 A. M., 12·45, 6·45, and 12 P. M. for Trenton and Bristol.
At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.
The 9·30 A. M., 6·45 and 12 P. M. Lines will run daily. All others Sundays excepted.
Sunday Lines leave at 9·30 A. M., 6 45 P. M., and 12 night.
BELVIDERE DELAWARE RAILROAD LINES,
FROM KENSINGTON DEPOT.
At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Schooley's Mountain, etc.
At 7 30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc. The 3·30 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.
At 5 P. M. for Lambertville and intermediate stations.
CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAILROADS.
FROM MARKET STREET FERRY (UPPER SIDE),
The 7 A. M. and 3·30 P. M. Lines leave from Walnut street wharf.
At 7 and 9 A. M., 1, 2·15, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2 15 and 6·30 P. M. for Lumberton and Medford.
At 7 and 9 A. M., 1, 3 30, and 5 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.
At 7 and 10 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3·30 P. M. for Cream Ridge, Imlaystown, Sharon, and Hightstown.
August 1, 1870. WM. H. GATZMER, Agent.

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—
TIME TABLE.
COMMENCING MONDAY, JUNE 6, 1870.
Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—
Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.
Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.
Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.
Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.
WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.
Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.
Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Coneal Railroad.
From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9 00 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.
On Sundays, leave Philadelphia for West Grove and intermediate stations at 8 00 A. M.; returning, left West Grove at 3·55 P. M.
Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.
H. F. KENNEY, Superintendent.

NEW JERSEY SOUTHERN RAILROAD LINE.
NEW ROUTE
BETWEEN NEW YORK AND PHILADELPHIA
VIA LONG BRANCH.
An ACCOMMODATION TRAIN in the morning and
AN EXPRESS TRAIN
in the Afternoon from each end of the route.
THE EXPRESS TRAIN
will be furnished with
SPLENDID PALACE CARS.
NO CHANGE OF CARS
BETWEEN PHILADELPHIA AND SANDY HOOK.
ASK FOR TICKETS VIA PEMBERTON AND LONG BRANCH.
ON AND AFTER MONDAY, July 4, 1870,
trains will run as follows:—
LEAVE NEW YORK,
from Pier No. 28 NORTH River, foot of Murray street, at 6·45 A. M. Accommodation and 4 30 P. M. Express.
LEAVE PHILADELPHIA,
from foot of WALNUT Street, at 7·00 A. M. Accommodation and 3·30 P. M. Express.
The NARRAGANSETT PT STEAMSHIP COMPANY'S Magnificent Steamers "Plymouth Rock" and "Jesse Hoyt" have been fitted up expressly for this business, the former with *unequalled accommodations*, and will make the connection between New York and Sandy Hook.
Passengers by this route can be served with BREAKFAST or DINNER on the EUROPEAN PLAN *in a style unsurpassed by any Hotel in America.*
Fare between Philadelphia and New York..... $3·00
" " " "Long Branch... 2·50
For particulars as to connections for TOM'S RIVER, RED BANK, and all way stations, see the "Traveller's" and "Appleton's Guides."
6 27 C. L. KIMBALL, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.
CHANGE OF HOURS.
On and after MONDAY, April 4, 1870, trains will run as follows:—
LEAVE PHILADELPHIA, from depot of P. W. & B. R. R. Company, corner Broad street and Washington avenue—
For PORT DEPOSIT at 7 A. M. and 4·30 P. M.
For OXFORD, at 7 A. M., 4·30 P. M. and 7 P. M.
For CHADD'S FORD AND CHESTER CREEK R. R. at 7 A. M., 10 A. M., 3·30 P. M., 4·30 P. M., and 7 P. M.
Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.
Trains leaving Philadelphia at 10 A. M. and 4·30 P. M., leaving Oxford at 6 05 A. M., and leaving Port Deposit at 9·25 A. M., connect at Chadd's Ford Junction with WILMINGTON & READING R. R.

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.
AFTER 8 P. M., SUNDAY, JULY 10, 1870.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.
Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.
Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.
TRAINS LEAVE DEPOT.

Mail Train	8·00 A M.
Paoli Accommodation,	10 A. M. & 12·30 and 7·10 P. M.
Fast Line	12·30 P. M.
Erie Express	11·00 A. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Pittsburg Express	10·30 P. M.
Way Passenger	11·30 P. M.

Erie Mail leaves daily, except Sunday, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 8 o'clock. Pittsburg Express, leaving on Saturday night, runs only to Harrisburg.
Cincinnati Express leaves daily. All other trains daily except Sunday.
The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 6 P. M. at No. 116 Market street.
Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·49 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.
Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·10 P. M.
TRAINS ARRIVE AT DEPOT.

Cincinnati Express	8·10 A. M.
Philadelphia Express	6·30 A. M.
Erie Mail	6·30 A. M.
Paoli Accommodat'n,	9·20 A. M. & 3·30 & 6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·35 A. M.
Lancaster Train	11·55 A. M.
Erie Express	5·40 P. M.
Lock Haven and Elmira Express	9·40 P. M.
Pacific Express	12·20 P. M.
Harrisburg Accommodation	9·40 P. M.

For further information apply to
JOHN F. VANLEER, JR., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.
The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.
A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.
SUMMER ARRANGEMENT.
Takes effect May 16, 1870.
Sixteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—
7·00 A. M. (Accommodation) for Fort Washington.
At 7·35 A.M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo

SECOND EDITION

LATEST BY TELEGRAPH.

WAR NEWS BY CABLE.

The Battle of Sedan.

Victory Claimed by Both Sides.

PRUSSIAN TESTIMONY STRONGEST

Belgian and Bavarian Advices.

Despatch from King William

Terrible Fighting for Three Days

The Emperor Seriously Ill

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

The Prussian Victory at Sedan—Despatch from King William.

BERLIN, Sept. 2.—The following despatch from the King to Queen Augusta is just made public:—

SEDAN, Sept. 1—3 P. M.—A battle has waged since half-past 8 o'clock this morning. Our forces have advanced victorious. The 4th, 5th, and 7th Corps, and Bavarians were engaged. The enemy was almost entirely driven into the city.

Further Confirmation.

MUNICH, Sept. 1.—The Bavarian Ministers have received the following despatch, dated near Beaumont on Tuesday:—"A battle has just occurred in which we were victorious. The French were driven over the Meuse. The 1st Bavarian Corps participated successfully, one battalion capturing two guns."

The Victory Proved by Belgian Advices.

BOUILLON, Belgium, Sept. 1.—Bazaine has driven the Prussians towards Sedan. The French are at La Chapelle. Paris papers report obscurely three French successes without locating them.

An Opposite Account—Victory Claimed by the French.

LONDON, Sept. 2—10 A. M.—Despatches have been received from Paris this morning claiming that the Prussians were repulsed in their attack on MacMahon after ten hours' sharp fighting. The Prussians attacked the French from the front and rear. The French captured thirty guns and a great many prisoners. The Prussians are reported to have been driven towards Belgium.

The Emperor's Illness.

LONDON, Sept. 2.—The *British Medical Journal* says Dr. Hewitt, of St. George's Hospital, has been summoned to France to attend the Emperor.

This Morning's Quotations.

LONDON, Sept. 2—11:30 A. M.—Consols 91⅞ for money and account. American securities steady. U. S. 5-20s of 1862, 88¾; of 1865, old, 88¾; of 1867, 86½; 10-40s 83. Stocks quiet. Erie, 17⅜; Illinois Central, 111⅜; Atlantic and Great Western, 22½.

FRANKFORT, Sept. 1.—U. S. 5-20s closed buoyant at 93.

LIVERPOOL, Sept. 2—11:30 A. M.—Cotton firm; middling uplands, 9d.; middling Orleans, 9¼d. The sales of the day are estimated at 12,000 bales. The sales of the week have been 63,000 bales, of which 9000 were for export, and 4000 for speculation. Stock 494,000 bales, 195,000 of which are American. Receipts of the week, 25,000 bales, of which 7000 are American.

LONDON, Sept. 2—11:30 A. M.—Sugar quiet. Linseed oil quiet.

FROM THE STATE.

Presbyterian Reunion.

Special Despatch to the Evening Telegraph.

NORTHUMBERLAND, Pa., Sept. 2.—The Old and New School Presbyterian Churches in Northumberland, Pa., will formally unite as one body next Sabbath. Last evening elders were elected from the united congregations, and the prospects for a successful consolidation are all that could be wished for. The good work of union among Christians seems to be effecting grand results and rendering all denominations more liberal.

FROM THE PACIFIC COAST.

Lost at Sea.

SAN FRANCISCO, Sept. 2.—The United States steamer Saranac reports the loss of the American schooner Minerva off Mazatlan, about August 20, in a heavy gale.

Indian Difficulties.

A Visalia, California, telegram states that two or three thousand Indians on the war path have assembled in the Lings river country. A reconnoitring party captured an Indian and forced the information from him. The Pintos and the Monos have been notified that all the Indians between San Joaquin river and Fort Tejon are about to wage a war on the whites, and that unless the tribes named intend to join in the war they themselves will be exterminated. The hostile Indians include six or eight hundred warriers, well armed. They have already commenced depredations. The settlers are arming for defense.

CITY INTELLIGENCE.

THE CREELY-O'NEILL CONTEST.—This morning a meeting o the committee of the Republican State Central Committee appointed for the purpose of investigating the claims of the two contestants for the Congressional nomination in the Second districts Messrs. Charles O'Neill and John V. Creely, was to have been held in the rooms of the National Union Club, on Chesnut street, above Eleventh. The meeting was appointed for eleven o'clock, but no quorum was present at that hour. Mr. Creely was present with his witnesses, as were also Messrs. Elliott, Leeds, and Tittermary, of the committee. Mr. Charles O'Neill failed to put in an appearance. Those present waited over one hour, when no more members arriving, it was determined to fix the time of another meeting for Tuesday next, at the same hour and place. This is the second time that it has been necessary to postpone the meeting of this committee on account of the want of a quorum and the absence of the parties. On Monday last exactly the same members of the committee were present and were compelled to adjourn. Mr. O'Neill was absent then also. Mr. Creely was present on both occasions with about sixty of his witnesses and all the necessary papers.

WIFE-BEATER.—John McClain resides on Salmon street, in the Twenty-fifth ward. Yesterday his wife appeared before Alderman Neill and charged him with beating her. He was taken into custody and bound over to answer.

SALMAGUNDI.—An excellent business maxim: Mind your own business; nobody else will mind it for you.

—At Milford, Pa., there are said to be seven women to one man. Rather hard on the one man.

—France by the 1st of November will have 2,300,000 Chassepots in store. Law's sakes, what a pottery!

—There is a clean and cheap eating saloon on Fulton street, New York city. Philadelphia business men in want of a decent place to dine can leave here in the 8 A. M. train, allow one hour for dinner, and return by 6 P. M.

—You begin work on a lot of peaches. You eat the best ones first. You do not have enough, and eat ones not so good. You do not have enough again, and eat others still worse, such as you would never think of eating at first. This is bad philosophy. Find out your capacity, and eat the worst first, then top off with the better, and a good taste will remain in your mouth.

—The Ridge Avenue Passenger Railway makes money by signing contracts to convey drunken men to their homes, who sprawl at full length, crowding passengers from seats, and are otherwise generally unpleasant. On our best lines men in such a condition would be refused admission. Yesterday afternoon one of this kind entered car No. 13, was kindly helped in by the conductor, but was afterwards very properly ejected for refusing to pay the fare. Whether this latter action meets with the approval of the company is not known. Of course they would not like to lose any chance for a fare.

—A good remedy for the bite of mosquitoes, for many persons, is to let the biting operation be continued until it is finished. If, when the insect has alighted, inserted his beak and injected the poison, the hand of the victim comes down and finishes the insect's earthly career, the poison remains in the wound and pain is experienced. If, however, the operation is not interrupted, and the voracious monster has leave to drink his fill, he naturally draws back into his own abdominal cavities the rankling poison, in company with the sufferer's blood. The sufferer will then feel but little inconvenience from the bite. Bites inflicted while asleep are seldom troublesome, but on some persons they leave a mark. In the majority of cases not even that effect is perceived. It is the bites given in the daytime, or when one is only half awake, with just sense and disposition enough to fight the enemy, that do the damage. These are then further aggravated by continued scratching. All that is necessary to conquer the enemy is to have moral courage enough to let him alone.

BRYN MAWR.—Some time ago we referred to the improvements making at this new station on the Pennsylvania Railroad, nine miles from the city. It is on the new portion of the road, west of Athensville Station, designed to avoid the numerous short curves which so repeatedly occur within a distance of ten miles beyond that point. Already the railroad company have commenced two elegant stone depots at Haverford road crossing and at Bryn Mawr, the double track has been laid to Rosemont, and other evidences of the progress of this great corporation are visible. Three large and commodious houses have been constructed at Bryn Mawr, and S. A. Black, Esq., the popular Superintendent of the Middle Division, is building a splendid mansion within the limits of the same town. Other improvements are in preparation for the next season, and the indications now are that this will in a very few years become the Germantown of the Pennsylvania Railroad. Several avenues have been laid out and called "Morris," "Lombaert," "Roberts," "Gulf," etc., and the work of grading and gravelling commenced. During the fall and winter this is to be materially extended, and some twenty or more handsome residences, we learn, are to be built.

This surburban section of the city has become quite popular. The new "Summit Grove" House, erected last spring by Mr. Isaac H. Evans, and kept by him this summer, has been crowded since June, and as rapidly as one family has left there has been another to fill the vacancy. The reason of this is plain. Mr. Evans has been untiring in his efforts to please and fully satisfy his guests, and in this particular he has admirably succeeded. "Summit Grove" is supplied with heaters, gas, and every other convenience, and we understand rooms are engaged in it as late as the middle of November. The house is quite as well adapted for winter boarders as for summer.

ROBBING THE MAILS.—William S. McClellan, a lad, was before United States Commissioner Biddle this afternoon on a charge of obtaining letters from the Post Office by fraud. It seems that the prisoner in the early part of the week presented himself at the Post Office window with a ticket on which he was given the letters belonging to Davis & Elverson, publishers. He subsequently called and said he had lost the ticket. Mr. Freeborn, ticket clerk, told him he must bring an order from the firm and he would be given a new ticket. He brought a note stating that Mr. Davis requested a renewal of the ticket, and the lad being recognized by the box window clerk, the ticket was issued. The matter of letters being missed by the firm soon came to the knowledge of the post office authorities, by whom he was captured yesterday while at the window asking for more letters. A number of witnesses were examined and William was committed for trial.

THE POINT BREEZE PARK RACES.—The regular fall trotting meeting at the Point Breeze Park will begin on Monday and continue all the week, with the exception of Saturday. There are a good number of entries for each day's races, a list of which will be found in our advertising columns. There will be two purses each day, and on the last day one of $4500, which is open to all. The entries for this last have not yet been completed. A large attendance of those interested is expected, and the most complete arrangements have been made. Comfortable coaches will run at intervals from the railway termini direct to the Park.

STORE ROBBERY.—Some time last night the store of Lippincott & Trotter, No. 21 North Water street, was robbed of seven bags of coffee, one box of navy tobacco, and four and a half chests of tea, the whole valued at $500. It is supposed the thief secreted himself in the store during Saturday, and waited until a favorable opportunity offered itself for him to get the articles away.

ROBBER CAPTURED.—On Thursday morning William Brooks broke into the coal office of Charles Gorgas, at Chesnut Hill, and set to work demolishing the desk, after failing to force the drawer. While engaged in his task he was captured by a citizen, who handed him over to a policeman. Alderman Good gave him a hearing and sent him below.

CORNER LOUNGERS.—Complaints have been numerous lately of squads of young men who infest the street corners of the Twentieth ward. Last evening the police arrested twenty-one of these fellows, all of whom were held by Alderman Hood.

STREET CONTRACTORS NOT PAID.—The men who contracted to keep the streets of Philadelphia in a cleanly condition applied this morning for their warrants for the past month. They were notified that the documents would be withheld until the contract had been fulfilled.

ROBBERY.—At an early hour this morning the drug store at the N. E. corner of Eighteenth and Vine streets was broken into by thieves and robbed of a small amount of money, cigars valued at $20, and several silver spoons. An entrance was effected by forcing the front door.

FATAL RESULT.—John Stevens, residing at No. 309 Girard avenue, died yesterday at the Episcopal Hospital from the effects of injuries received a few days ago by falling into a hot beer vat.

AN UNDUTIFUL DAUGHTER.—Alderman Neill had before him yesterday Mary Bowen, aged 16 years, who was charged with maltreating her mother. The evidence was of such a nature that the magistrate held Mary for trial.

SLIGHT FIRE.—Stileman's iron foundry, at Second street and Germantown road, was slightly damaged by fire about 3 o'clock this morning.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Friday, Sept. 2, 1870.

We notice a steady demand for money from all quarters, and owing to a revival of business at the Stock Exchange the rates show a hardening tendency. There is less doing in the discount line among the banks, as the brokers are applicants for favors on collaterals, and these are in great favor. The drain to the West is falling off, owing to the lull in grain and breadstuffs. We quote call loans steady at 6 a 7 per cent., and first-class paper at 7@9 per cent., according to dates and credit.

Gold is active and comparatively steady, the sales being confined within 116⅜@116⅝, closing at about 116½.

Governments are dull but firm. In the London market they are quoted higher this morning.

The stock market was active and strong. Sales of State loans at 105 for the 6s, 1st series, and at 108 for the 2d do. City 6s were quiet but steady. Lehigh gold loan sold at 88¼ for the 1000s, and at 89 for the 100s.

Reading Railroad sold freely at 48 31@48·44, the latter b. o. Northern Central was taken at 44; Norristown at 80⅔; Camden and Amboy at 115; and Pennsylvania at 58¾. 37½ was bid for Catawissa preferred and 26¾ for Philadelphia and Erie.

The balance of the list was neglected but very firm.

—Attention is called to the general mortgage six per cent. bonds of the Pennsylvania Railroad, which are now offered for sale to the amount of $2,000,000 at 95 and accrued interest. By a special act of the Pennsylvania Legislature these bonds were made a legal investment for guardians, executors, trustees, etc. They are issued in denominations of $1000, either coupons or registered. The coupons are payable in January and July, and the interest on the registered in April and October. The real estate of the company covered by the mortgage has advanced immensely in value. The value of its assets now stands on the books at $65,030,302·52, but its real value is nearer $100,000,000, and this is without allowing for the immense value of the franchises and business. Governments and all marketable securities will be taken at their current value in payment. The bonds are for sale by Jay Cooke & Co., E. W. Clark & Co., C. & H. Borie, W. H. Newbold, Son & Aertsen.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street.

FIRST BOARD.

$2000 Pa 6s, 1st se..105		27 sh Cent Trans..	51
$3000 Pa R Con m bs Cp..1s....	95	100 sh Susq Cnl.....	6
		100 do.....b5.	6
$1500 Pa 6s 2 se..1s.108		500 sh Read R..b60.48·44	
$500 Leh 6s gold 1...	89	100 do.....b60.48·44	
$1000 do.....	88¼	200 do.....1s.48·31	
10 sh Cam & Am R.115		50 do.is 85wn.	48¾
61 sh Penna R..1s.	58½	300 do..1s.b60.48·44	
37 do .....1s.	58½	100 do..s30wn.	48¾
20 sh Norristh R..	80½	100 do.....s30.	48¾
6 sh N Cent R.... 85wn..	44	1000 do.....b15.48 31	
4 do.....	44	200 do..1s.s30.	48¾

NARR & LADNER, Brokers, report this morning Gold quotations as follows:—

10·00 A. M.	116⅛	10·50 A. M.	116⅜
10·02 "	116⅛	11·25 "	116⅛
10·15 "	116⅛	12 ·0 M.	116⅛
10·30 "	116⅛	12·11 P. M	116⅛
10·45 "	116⅛		

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 114⅛@114⅜; do. 1862, 113@113⅛; do. 1864, 111⅛@111⅜; do. 1865, 112@112⅛; do. 1865, new, 110⅛@110⅜; do. 1867, do. 110⅛@110⅜; do. 1868, do. 110⅛@110⅜; 10-40s, 106@106⅛. U. S. 30 Year 6 per cent. Currency, 111⅛@111⅝. Gold, 116⅛@116⅛; Silver, 110@113; Union Pacific Railroad 1st Mort. Bonds, 810@820; Central Pacific Railroad, 875@885; Union Pacific Land Grant Bonds, 720@750.

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881, 114@114⅛; 5-20s of 1862, 113⅛@113⅜; do. 1864, 111⅛@111⅜; do. 1865, 112@112⅜; do. July, 1865, 110⅛@110⅜; do., July, 1867, 110⅛@110⅜; do. July, 1868, 110⅛@110⅜; 6s 10-40, 106@106⅜; U. S. Pacific RR. Cy. 6s, 111⅛@111⅝. Gold, 116⅛@116⅜. Market quiet.

Philadelphia Trade Report.

FRIDAY, Sept. 2.—Bark—In the absence of sales, we quote No. 1 Quercitron at $30 per ton.

Seeds—In Cloverseed nothing doing, and prices are nominal. Timothy is firm, and sells at $5·62½@$5·87½. Flaxseed ranges from $2·25 to $2·30.

The Flour market is without improvement, there being very little demand either for shipment or home consumption. The sales foot up 1000 barrels, comprising small lots of superfine at $5·25@5·50; extras at $5·75@6; 500 barrels City Mills extra and extra family on private terms; Iowa, Wisconsin, and Minnesota extra family at $6·25@6·75; Pennsylvania do. do. at $7@7·50; Ohio do. do. at $6·75@7·50; and fancy brands at $7·75@8·50, as in quality. Rye Flour may be quoted at $6. Nothing doing in Corn Meal.

The Wheat market is quiet, but holders are somewhat firmer in their views. Sales of 3000 bushels Western red at $1·40@1·42; and some Pennsylvania do. at $1·42. Rye may be quoted at 88@90c. Corn—Receipts continue liberal, but there is not much inquiry. Sales of 3000 bushels Western yellow at 95c.; and Western mixed at 85c. for low, and 88@90c. for high. Oats are less active, but steady. Sales of 3000 bushels at 47@52c. for Western; and 52c. for Pennsylvania and Delaware. 500 bushels Iowa Barley sold at $1·30; and 2000 bushels do. do. at $1·32.

Whisky is dull at 95c. for Western iron-bound.

N. Y. MONEY MARKET YESTERDAY.

From the N. Y. Herald.

"The Wall street markets presented more animation to-day, owing to the large attendance of dealers and brokers, who are commencing to return from the country; but, while prices at the Stock Exchange were firm and higher, the amount of business was still limited, and comprised only a fraction of what is done in ordinary times. Still, the improvement is growing daily, and brokers look for an active market at no distant day, whatever may be the direction prices may take. The speculation in the Gold Room was tame enough, although there was manifested a wider fluctuation had there been sufficient decision back of the speculators to force a sharper movement. The earliest dealings were in the vicinity of 116¼, the lower price being due to the announcement that the Bank of England had reduced the rate of discount to 3½ per cent., which is only one-half the figure attained in the first excitement of the outbreak of the Franco Prussian war. Subsequently it was reported that the French had won a decisive victory and had driven the Prussian army of the Crown Prince into Belgium, and gold, assisted by this rumor and urged by some of the smaller speculators, who appear to be in concert with some of the stock houses to effect a sham interest in stocks, rose to 116¾c. Eventually, however, the story of a French victory having been disproved and bonds in London advancing to 88½—one report in the Gold Room had them 89—gold fell to 116⅛.

"The Government market was inactive but firm, the tendency to a speculative decline produced by the large offerings at the Sub-Treasury being overcome by the handsome reduction of the national debt and the advance in five-twenties in London, where prices are steadily recovering to the standard which existed before the war.

"There was a better inquiry for funds towards the close of banking hours, and some stock houses paid as high as six per cent., but the demand was generally satisfied at four per cent. on Governments and at five on stocks. The discount market was unchanged, and prime double paper was current at an average of about eight per cent."

New York Stock and Money Market.

NEW YORK, Sept. 2.—Stocks dull. Money 4@5 per cent. Gold, 116¼. 5-20s, 1862, coupon, 113½; do. 1864, do., 111½; do. 1865, do., 112; do. 1865, new, 110; do. 1867, 110½; do. 1868, 110½; 10-40s, 105. Virginia 6s, new, 67; Missouri 6s, 90; Canton Co., 61; Cumberland preferred, 30; N. Y. Central and Hudson River, 94⅝; Erie, 22⅜; Reading, 96⅜; Adams Express, 65¾; Michigan Central, 119; Michigan Southern, 91⅞; Illinois Central, 136½; Cleveland and Pittsburg, 105; Chicago and Rock Island, 113½; Pittsburg and Fort Wayne, 94; Western Union Telegraph, 34.

New York Produce Market.

NEW YORK, Sept. 2.—Flour firm; sales 500 bales middling uplands at 19¾c.; middling Orleans at 20¼c. Flour heavy; sales of 7500 barrels State at $5·05@6·20; Ohio at $5·50@6·75; Western at $5·40@6·50; Southern at $5·65@8. Wheat dull and easy; sales of 31 000 bushels. No. 1 spring at $1·35 for choice new; No. 2 spring at $1·18; winter red Western at $1·38@1·40. Corn without decided change; sales of 31,000 bushels. Oats unchanged; sales of 24,000 bushels. Beef steady. Pork dull; new mess at $27·75. Lard dull; steam, 16@16½c.; kettle, 17@17¼c. Whisky firm at 93½c.

WEDDING AND ENGAGEMENT RINGS of solid 18-karat fine gold. QUALITY WARRANTED. A full assortment of sizes always on hand.
FARR & BROTHER, Makers,
825 wfm5 No. 324 CHESNUT Street, below Fourth.

GENT.'S FURNISHING GOODS.

FINE DRESS, IMPROVED SHOULDER-SEAM
PATTERN SHIRTS,
MADE BY R. EAYRE,
ONLY,
[5 4 wfm4m8p
58 N. SIXTH St., below Arch.

THIRD EDITION

LATER FROM EUROPE

Fighting on the Border

A Terrible Battle Yesterday

The French Driven into Belgium.

Bloody and Decisive Blow

The Fighting Since Tuesday

DOMESTIC AFFAIRS.

Grave Indian Troubles.

Railway Employes' Strike.

FROM EUROPE.

French Reports of the Operations Since Tuesday.

PARIS, Sept. 1—Midnight.—The Ministry has just given the following news to the public:—

In the absence of official reports from the General commanding in the Northeast, from the multitude of telegraphic despatches received from various Belgian towns, under date of August 31, from 8 o'clock in the morning until 4 in the afternoon, are extracted the following details, which bear the character of probability.

On the 30th ult. a series of engagements occurred between MacMahon's army and the enemy near the city of Mezieres, lasting from 8 o'clock in the morning until 8 o'clock in the evening. Our troops were attacked by the Prussians from the woody heights of Stonnes, a position we had but recently evacuated and which the enemy immediately occupied. The attack, which was vigorous at first, forced our army to a retrograde movement, but we soon, at 2 o'clock in the afternoon, took the offensive again, and retained it till 7 o'clock in the evening, when darkness put an end to operations. After nightfall we recrossed the Meuse, in order to form again near Douchery, a few miles east of Mezieres.

The engagements of this first day's fighting have cost us sensible losses, although we have inflicted heavy damage on the Prussians. The infantry of the Marne particularly distinguished itself, and performed prodigies of valor. The Prussians burned the town of Mouzon, in that neighborhood, and killed most of the inhabitants.

On the next day (the 31st) the Prussians again took the offensive, at 7 o'clock in the morning, on the left bank of the Meuse, between the towns of Douzy and Donchery. Our forces retreated slowly until MacMahon had drawn the Prussians into the angle formed by the ramparts of Sedan and the heights on the left side of the river. Here the Prussians suffered very serious losses, and were compelled, on account of the murderous fire, to retreat. They effected this about noon, withdrawing towards Villemontay. After several unsuccessful attempts, they at last succeeded in placing themselves on the opposite side of the Meuse.

On the morning of the 31st Prince Charles crossed the Meuse at Mouzon. This furnishes a direct contradiction of the despatch that he had repulsed the troops under the command of MacMahon beyond the Meuse. Everything seems to indicate that the engagements will be renewed to-day (September 1) in the same section of country.

Heavy Losses on Both Sides.

BERLIN, Sept. 2—1 P. M.—Official news is still behind time. It is known that a series of battles occurred on the 30th and 31st, in which both sides suffered heavy losses. On Wednesday the Prussians assumed the offensive, but were drawn by MacMahon under the guns of Sedan, where they suffered terribly before they succeeded in passing the river. MacMahon moved to Monzon on the morning of Wednesday. Yesterday the encounters were renewed probably.

Arms and Prisoners Captured by the Prussians.

LONDON, Sept. 2.—The following despatch, dated August 31, is just made public at Berlin:—As the successes of Wednesday covered so wide a region, particulars are confused and hardly certain. It is known, however, that the Prussians have captured twenty guns, eleven mitrailleuses, and seven thousand prisoners.

Belgian Neutrality.

BRUSSELS, Sept. 2.—Last night the frontier guard captured, disarmed, and unhorsed two hundred French on Belgian territory, near Sedan.

The Decisive Blow—The French Driven Over the Border.

LONDON, Sept. 2.—2·30 P. M.—The following official despatch, dated at Bouillon, Belgium, a few miles from Sedan, this day, Sept. 2, is just made public:—"The battle yesterday was very bloody, and resulted disastrously to the French, who retreated on Mezieres."

"The Prussians now occupy Givonne, a few few miles to the northeast of Sedan. Some ten thousand officers and soldiers of the French army were forced into Belgian territory, where they were required to instantly surrender their arms.

"Great numbers of wounded have also been admitted into Belgium for humanity's sake."

Reported Victory for Bazaine.

ST. BARBE, Sept. 2.—Since yesterday forenoon Bazaine's force has fought the 1st Prussian Corps, the battle ending in the latter's retreat.

This Afternoon's Quotations.

LONDON, Sept. 2—2 P. M.—American securities quiet. Stocks quiet.

LIVERPOOL, Sept. 2—2 P. M.—Cotton buoyant; middling uplands, 9@9⅛d.; middling Orleans, 9⅛@9⅜d. The sales are now estimated at 15,000 bales. Stock afloat, 441,000 bales, of which 26,000 are American. California wheat, 10s. 3d.; red Western, 8s. 7d. @8s. 8d.; red winter, 9s. 9d. Receipts of wheat for three days, 25,000 quarters, 20,000 of which are American. Flour, 24s. 6d. Corn, 28s. 9d. Oats, 2s. 10d.@3s. Lard, 73s.

LONDON, Sept. 2—2 P. M.—Common rosin easier at 5s. 9d. Spirits turpentine easier at 28s. 6d.@28s. 9d.

FROM THE SOUTH.

Fire at Richmond, Va.

RICHMOND, Va., Sept. 2.—The confectionery of C. Zimmer was totally destroyed, and the stocks of L. Jacobs, dry goods, and Baldwin & Bros. considerably damaged this morning by fire. Loss $35,000, fully insured.

FROM THE WEST.

The Indian Council at Denver.

ST. LOUIS, Sept. 2.—A special despatch to the *Republican* from Cheyenne, W. T., dated September 1, says Messrs. Brunot and Campbell, special Indian Commissioners, leave tomorrow to meet General McCook and about 30 lodges of Utes near Denver.

Little Crow's runners from Red Cloud report the Sioux, Northern Cheyennes, and Arapahoes holding a great council over Powder river. Ogallalla, Sioux, Cheyennes, and Arapahoes are on the way to meet the commission, about the middle of the next moon, September 15. There will probably be from 1000 to 1500 lodges. Their annuity goods are expected by the Indians at the meeting with the commission, and failure to receive them may seriously embarrass negotiations.

The first car load in bulk ever shipped from this city south by railroad went off on Wednesday consigned to J. M. Clark & Co., Augusta, Ga. The experiment promises to be followed by a large business in bulk shipments of grain to the South by railroad.

Railway Employes' Strike.

Three hundred employes of the Toledo, Wabash, and Western Railroad are on a strike at East St. Louis, demanding wages for two months. A camp has been formed on the line of the track between the upper point of the island and the river shore and a barricade thrown up. Up to 6 o'clock last evening four engines coming in had been captured. No trains are allowed to go out.

The men are quiet and orderly but determined. The Toledo, Wabash, and Western Railroad Company have lately come into possession of this line of road, and say the men have no claim against them for arrears in wages.

FROM WASHINGTON.

Registered Letters.

Special Despatch to The Evening Telegraph.

WASHINGTON, Sept. 2.—The Post Office Department issued an order yesterday that all Postmasters shall require senders of registered letters to endorse on envelopes their names and address, to the end that if such letters are not taken from the office by the person to whom addressed, they may be returned directly to the senders without the delay of passing through the dead-letter office.

Quarantine Orders.

Orders have been issued to all collectors of customs in Texas to allow no vessels to enter at the custom houses until the masters thereof exhibit quarantine certificates, showing that they have the permission of the health officers to enter port.

Patent Office Receipts.

Even at the reduced rate of fees the Patent Office is a paying institution. The receipts exceeded the expenditures last month by nearly ten thousand dollars.

The Quartermaster's Department.

It is reported that Quartermaster-General Meigs is to be relieved from the control of the Quartermaster-General's Bureau, in this city. A considerable reduction of the clerical force has been made, and rumor says there is to be an entire reorganization of the bureau.

Government Expenditures.

The expenditures of the Government last month were seventy-five million dollars, including the interest on the public debt, and the payment of over fifteen millions on account of pensions

FROM THE STATE.

Newspaper Anniversary Celebration.

POTTSVILLE, Sept. 2.—The first anniversary of the establishment of the *Daily Miners' Journal* was celebrated last night by a banquet at the American Hotel by the publishers to the editors, reporters, and compositors, with a large number of invited guests. Benjamin Bannan, senior proprietor, gave, in a speech, interesting details of his forty-two years experience as a journalist. Colonel R. W. Ramsey, junior proprietor, stated that the main object of the entertainment was to cultivate fraternal feelings between employes and employers. Everything passed off delightfully, and it is the intention to make this an annual affair.

Baltimore Produce Market.

BALTIMORE, Sept. 2.—Cotton dull and unchanged. Flour dull and nominally unchanged. Wheat very dull; prime to choice Maryland red, $1·45@1·60; fair to good, $1·30@1·40; common, $1·05@1·25; white Wheat, $1·35@1 60; winter red Western, $1·30@1·35. Corn—white nominally 90c.@$1; yellow, 95@98c.; Western, 82c. Oats scarce and higher; sales at 48@ 55c. Rye, 75@90c. Mess Pork quiet at $29·50@30. Bacon more active; rib sides, 17½c.; clear do., 18c.; shoulders, 15¼c.; hams, 25@26c. Lard dull at 17@ 17½c. Whisky—more doing at 92@93c.

LATEST SHIPPING INTELLIGENCE.

For additional Marine News see Inside Pages.

(*By Telegraph.*)

NEW YORK, Sept. 2.—Arrived, steamship India, from Glasgow.

PORT OF PHILADELPHIA.....SEPTEMBER 2

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

7 A. M.....73 | 11 A. M.....83 | 2 P. M.....89

CLEARED THIS MORNING.

Steamer Tacony, Nichols, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer S. C. Walker, Sherin, 24 hours from New York, with mdse. to W. M. Baird & Co.

Steamer Mayflower, Fultz, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Bark Peddler, Jansen, Copenhagen, Workman & Co.

Schr Maggie Van Dusen, Crompton, Danversport, J. C. Scott & Sons.

Schr Woodruff Sims, Pharo, Newport, do.

Schr Quickstep, Smith, New Market, do.

Schr Charles E. Paige, Doughty, Key West, do.

Schr Eagle, Seavy, Saco, do.

Schr Richard Peterson, English, Salem, do.

Schr R. RR. No. 44, Trainer, Washington, do.

Schr J. W. Bine, Lane, N. Haven, Stanickson & Co.

Schr Maggie Cummings, Smith, Cohasset, do.

Schr Edwin, Bacon, Salem, do.

Schr G. K. Murney, Murney, Norwich, do.

Tug Hudson, Nicholson, Baltimore, with a tow of barges, W. P. Clyde & Co.

Tug G. B. Hutchins, Davis, Havre-de-Grace, with a tow of barges, W. P. Clyde & Co.

ARRIVED THIS MORNING.

Ship Tuscarora, Rowland, from Liverpool July 31, with mdse. to Cope Brothers. Aug. 15, lat. 47 30, long. 36 40 W., exchanged signals with bark Tamworth, bound to New York. Aug. 20, on the Banks, spoke schrs Fred. Alton, of Provincetown, with 1000 quintals fish, and Rose Skerrett, with 800 quintals do.; same time passed schr Day Spring, of Chatham.

Br. ship Athenais, Baker, 46 days from Antwerp, with old iron, etc., to Wm. S. Grant.

Steamer W. Whildin, Riggans, 13 hours from Baltimore, with mdse. and passengers to A. Groves, Jr.

Steamer F. Franklin, Pierson, 11 hours from Sassafras River, with peaches to A. Groves, Jr.

Steamer Vineland, Bower, 11 hours from Sassafras River, with peaches to A. Groves, Jr.

Steamer E. N. Fairchild, Trout, 24 hours from New York, with mdse. to Wm. M. Baird & Co.

Steamer A. C. Stimers, Lenny, 24 hours from New York, with mdse. to W. P. Clyde & Co.

Bark Henry P. Lord, Thompson, 10 days from Sagua, with molasses to Geo. C. Carson & Co.—vessel to Warren & Gregg.

Brig Kate Upham, Alexander, 12 days from Cardenas, with molasses to order—vessel to Souder & Adams.

Brig Georgiana F. Geery, Conklin, from Boston, with ice to Carpenter Ice Co.

Schr W. Gilliam, Mehaffey, fm Boston, with mdse. to Mitchell & Co.

Schr Mary Long, Hardy, from New York.

Schr Rachael S. Miller, Armstrong, fm Fall River.

Schr H. Huribut, Benton, do.

Schr Alexander Young, Young, from Boston.

Schr Reading RR. No. 44, Trainer, from Norwich.

Tug Thos. Jefferson, Allen, from Baltimore, with a tow of barges to W. P. Clyde & Co.

Tug Chesapeake, Merrihew, from Havre-de-Grace, with a tow of barges to W. P. Clyde & Co.

Special Despatch to The Evening Telegraph.

HAVRE-DE-GRACE, Sept. 2.—The following boats left this morning in tow:—

R. H. Wingart, with lumber to Patterson & Lippincott.

R. F. Hartman, with lumber to Trump & Son.

B. C. Shafer, with lumber to Craig & Blanchard.

J. P. Woolverton, with lumber to R. Woolverton.

Yankee Spy, with lumber to Taylor & Dettis.

Ella, with lumber to Norcross & Sheets.

Little Rob, with bark, for Salem, N. J.

Eleven Brothers, with coal, for Wilmington.

MEMORANDA.

Steamers Ashland, Beckett, for Galveston via Key West; H. Livingston, Cheeseman, for Savannah; and South Carolina, Adkins, for Charleston, cleared at New York yesterday.

Steamers City of Port-au-Prince, Jackson, from Port-au-Prince 24th ult., via Gonaives 25th, and Fairbanks, Howes, from Wilmington, N. C., arrived at New York yesterday.

FOURTH EDITION

THE SEAT OF WAR.

Furious Battle To-day.

Continued Prussian Successes

Paris Admits Tuesday's Victory.

The Defense of Strasburg.

The French in Belgium.

Blockade of the Prussian Coast.

French Official Notice to the U. S.

FROM EUROPE.

The Defense of Strasburg.

PARIS, Sept. 2—(Special to N. Y. *Telegram.*)—General Ulrich, the heroic old veteran who has command of the defense of Strasburg, states today that notwithstanding the bombardment of the city by the Prussians' beleaguering force, the fortress will and can hold out against every attack.

The Fighting on the Border.

A dispatch from our special correspondent in Belgium, dated Brussels, Sept. 2, 7:30 A. M., reports that a decisive battle is now in progress between Mouzon and Sedan.

Prussian Successes.

The Prussians have already advanced and occupied the chapel at Gironne and the villages of Bazaille, Ballan, and Renielly. Willer and Sernay are in flames. The river is filled with dead bodies. All the culverts and fortifications are mined with gunpowder at Paris, so that should matters reach the worst, the whole defenses can be blown up at a moment's notice.

Sickness in the Prussian Armies.

A despatch dated Sedan, September 2, reports that the Prussians are sustaining severe losses from the ravages of sickness induced by the privations of the campaign.

MacMahon and Bazaine.

Positive news has been received in Paris that communication has been opened between MacMahon and Bazaine.

The French in Belgium.

BRUSSELS, via London, Sept. 1.—The French troops who were captured and disarmed in Belgium have been sent to the camp at Beverloo.

The French Admit Defeat.

PARIS, Sept. 2.—The *Journal Officiel* in its issue to-day admits that MacMahon was defeated on Tuesday, but claims that he achieved a partial success on Wednesday.

A Foolhardy Garrison.

PARIS, Sept. 2.—General Utrich Cassaign, commandant at Strasburg, has announced that even if the city is bombarded day and night he will continue to hold out against the enemy.

FROM WASHINGTON.

Treasury Payments.

Despatch to the Associated Press.

WASHINGTON, Sept. 2.—The payments made by the Treasury during the month of August, exclusive of interest and redemption of the public debt, were as follows:—

Civil, Judiciary, and miscellaneous	$5,317,385·67
War	3,181,240·64
Navy	2,065,977·52
Interior, pensions, and Indians	6,557,466·19
Total	$17,152,069·92

Naval Orders.

Lieut.-Commander John C. Kennet is ordered to navigation duty at the Navy Yard at New York.

The Fermenting Period.

The Revenue Department has ruled that the Flashman process of distillation now becoming common among distillers does not shorten the fermentation period, while it does materially increase the yield.

French Official Notification of the Prussian Blockade.

The following is the notice of the blockade of the coast of Prussia and of the German States in the North Sea, as officially communicated by the Department of State:—

We, the undersigned Vice-Admiral commanding in chief the